



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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Solano Links

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 A.M., Wednesday December 1, 2004
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Jeff Matheson, Chair
II. APPROVAL OF AGENDA (10:00 – 10:05 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT	
IV. REPORTS FROM CALTRANS, MTC, AND STAFF (10:05 – 10:10 a.m.)	
V. CONSENT CALENDAR <i><u>Recommendation:</u> Approve the following consent items in one motion.</i> (10:10 – 10:15 a.m.)	
A. Minutes of the Consortium Meeting of September 29, 2004– Pg. 1 <i><u>Recommendation:</u> Approve minutes of September 29, 2004.</i>	Johanna Masiclat
B. Updated STA Meeting Schedule for 2004 - Pg. 5 <i><u>Informational</u></i>	Karen Koelling
C. Funding Opportunities Summary- Pg. 7 <i><u>Informational</u></i>	Sam Shelton

- D. Surplus of One Solano Paratransit Vehicle - Pg. 12**
Recommendation:
Recommend the STA Board of Directors approve Resolution No. 2004-__ “A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle”.

Mike Duncan

VI. ACTION ITEMS

- A. Letter of Support to MTC for Caltrans Partnership Planning Grant/”Smarter Growth Along the I-80/Capitol Corridor”**
Recommendation:
Recommend the STA Board approve a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled “Smarter Growth along the I-80/Capitol Corridor”
(10:15 – 10:25 a.m.) – Pg. 15

Dan Christians

- B. Call for Project for Countywide TLC Planning Grants**
Recommendation:
Recommend the STA Board issue a ‘Call for Projects’ for Countywide TLC Planning Grants.
(10:25 – 10:35 a.m.) – Pg. 27

Robert Guerrero

- C. Proposed 2005 Legislative Priorities and Platform**
Recommendation:
Forward the Proposed STA 2005 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30 day review and comment.
(10:35 – 10:45 a.m.) – Pg. 39

Daryl Halls

- D. Small UZA Payback Plan**
Recommendation:
Recommend the STA Board authorize the Chair forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.
(10:45 – 10:55 a.m.) – Pg. 49

Mike Duncan

VII. INFORMATION ITEMS

- A. Funding for Transit Element of the Comprehensive Transportation Plan**
Informational (10:55 – 11:05 a.m.) – Pg. 53

Elizabeth Richards

- | | | |
|-----------|---|--------------------|
| B. | Wrap up of Results of Measure A
<i>Informational</i> (11:05 – 11:10 a.m.) – Pg. 66 | Daryl Halls |
| C. | Final Update - Needs Assessments for Transit Element of Solano Comprehensive Transportation Plan
<i>Informational</i> (11:10 – 11:15 a.m.) – Pg. 68 | Dan Christians |
| D. | STIP TIP Financial Constraint
<i>Informational</i> (11:15 – 11:20 a.m.) – Pg. 178 | Mike Duncan |
| E. | Regional Measure 2 (RM2) Update and Revisions
<i>Informational</i> (11:20 – 11:25 a.m.) – Pg. 186 | Mike Duncan |
| F. | SNCI Monthly Issues
<i>Informational</i> (11:25 – 11:30 a.m.) – Pg. 243 | Elizabeth Richards |

VIII. ADJOURNMENT

The next regular meeting of the STA SolanoLinks Intercity Transit Consortium will be at **10:00 a.m. on Wednesday, December 22, 2004.**



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
September 29, 2004

I. CALL TO ORDER

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order at approximately 10:06 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:	Robert Sousa	Benicia Transit
	Jeff Matheson	Dixon Read-Ride
	Trent Fry	Vacaville City Coach
	John Harris	Vallejo Transit

Also Present:	Daryl Halls	STA
	Dan Christians	STA
	Mike Duncan	STA
	Anna McLaughlin	STA/SNCI
	Robert Guerrero	STA
	Sam Shelton	STA
	Jennifer Tongson	STA
	Johanna Masiclat	STA

III. APPROVAL OF AGENDA

On a motion by Robert Sousa, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None Presented.

V. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Mike Duncan distributed information on the following workshops:

- Public Workshop Regarding Proposed Control Measure for On-Road Heavy-Duty Diesel Vehicles Owned or Operated by Public Agencies and Utilities
- Public Workshop Regarding Proposed Modifications to the Fleet Rule for Transit Agencies”

VI. CONSENT CALENDAR

On a motion by Robert Sousa, and a second by John Harris, the SolanoLinks Intercity Transit Consortium unanimously approved the Consent Calendar.

Recommendation:

- A. Minutes of the Consortium Meeting of August 25, 2004–
Recommendation: Approve minutes of August 25, 2004.
- B. Funding Opportunities Summary
- C. Updated STA Meeting Schedule for 2004

VII. ACTION ITEMS

A. STA Board Approval of Priority Projects/Overall Work Plan for FY 2004-05 and FY 2005-06

Daryl Halls reviewed the 42 tasks currently on the STA Board adopted Priority Projects List and Overall Work Plan for FY 2004-05 and FY 2005-06. He also mentioned one new task added at the request of the City of Vallejo (Conducting a SR 29 Corridor Study) as a follow up to the completion of the Comprehensive Transportation Plan update (Funding the CTP).

Recommendation:

Forward the STA’s Overall Work Program for FY 2004-05 and FY 2005-06 to the STA Board with a recommendation for approval.

On a motion by Robert Sousa, and a second by John Harris, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

B. MTC Transit Connectivity Study

Daryl Halls provided a current status report of MTC's draft Transit Connectivity Study. He proposed the Fairfield Transportation Center be added to the list of Regional Transit Hubs due to its central location and express bus connections to El Cerrito del Norte and Pleasant Hill BART stations, the Capitol Corridor Rail Station at Suisun City, UC Davis, and Sacramento and its regional light rail system and Amtrak station.

Recommendation:

Forward a recommendation to the STA Board authorizing the STA Chair to sign a letter to the Metropolitan Transportation Commission requesting that the Fairfield Transportation Center be added to the list of Regional Transit Hubs included in MTC's Transit Connectivity Study.

On a motion by John Harris, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

C. Solano Countywide Transportation for Livable Communities (TLC)

Program Plan

Robert Guerrero discussed the preparation for initial allocation of County TLC Funds based on the developed Solano Countywide TLC Program Guidelines and a draft Solano County TLC Plan. He indicated that only projects listed in the TLC Candidate Projects list will be eligible for TLC funds allocated by the STA.

Recommendation:

Recommend the STA Board approve the Solano Countywide Transportation for Livable Communities Plan.

On a motion by Trent Fry, and a second by John Harris, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

VIII. INFORMATION ITEMS

A. Federal "First Cycle" STP/CMAQ/TE Obligation Status

Mike Duncan provided a status of all Solano County projects with STP/CMAQ/TE funds and the obligation status for each project. He also highlighted MTC's Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funding.

B. State Transportation Funding Update

Mike Duncan provided an update on the State Transportation Shortfall and project delays throughout California. He also cited further delays on STIP allocations by the CTC depending on the outcome of the federal ethanol issue, federal authorization bill, and Proposition 68 and 70.

C. SNCI and STA Marketing Plan Status

Anna McLaughlin discussed the development of a multi-year marketing plan with MIG for SNCI and other STA programs. She cited other marketing efforts being pursued such as the recent wrapping of the STA van with the SNCI program's logo.

D. Status of Unmet Transit Needs Process for FY 05/06

Anna McLaughlin summarized the annual process of public hearing and comment period for the Unmet Transit Needs. She noted the meeting date in December and location have yet to be determined.

E. SNCI Monthly Issues

Anna McLaughlin provided an update on Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee (RTMC), Solano Welfare to Work, Rideshare Thursday campaign, and other events.

G. TLC Planning Grants

Dan Christians identified TLC candidate projects that will need TLC planning funds in the next few years to help get them ready for future TLC capital grants.

IX. ADJOURNMENT

The meeting was adjourned at approximately 11:10 a.m. The next meeting is scheduled for **Wednesday, October 27, 2004 at 10:00 a.m.** in the STA Conference Room.



DATE: November 10, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Karen Koelling, Administrative Assistant
RE: Updated STA Meeting Schedule for 2004

Background:

Attached is the revised STA schedule for meetings that may be of interest to the STA Consortium. This schedule is an overview of the 2004 calendar year.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Meeting Schedule 2004



STA MEETING SCHEDULE **(For The Calendar Year 2004)** Updated 11/9/04

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Dec. 1	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 1	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Dec. 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Dec. 3	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Dec. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec. 22	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 22	1:30 a.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

ATTACHMENT A



DATE: November 23, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Regional Signal Timing Program	Christina Atienza, MTC (510) 817-3221	December 30, 2004
Regional Bicycle and Pedestrian Program	Doug Johnson, MTC (510) 464-7846	January 21, 2005
Countywide Transportation for Livable Communities (TLC) Planning Grant	Robert Guerrero, STA (707) 424-6075	January 28, 2005
Office of Traffic Safety (OTS) Grant	Mark Bertacchi, OTS (916) 262-0985	January 31, 2005



FUNDING OPPORTUNITY:

Regional Signal Timing Program

Due December 30, 2004

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Planning Assistant

This summary of the Regional Signal Timing Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: An applicant must be a Bay Area public agency and is either responsible for operating traffic signals or authorized to act on behalf of the agencies that operate traffic signals.

Program Description: This program provides funding for traffic signal coordination consultants.

Funding Available: \$1.2 million in federal funds is available to retime up to 700 signals. MTC will provide the local matching funds

Eligible Projects: Projects can range from an arterial in one jurisdiction to citywide signal timing in adjoining jurisdictions.

Further Details: <http://www.mtc.ca.gov/funding/rstp-cfp.htm>
In the 2004 cycle, all project applications that met the eligibility requirements were funded.

Program Contact Person: Christina Atienza, MTC, catienza@mtc.ca.gov, (510) 817-3221

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

Regional Bicycle and Pedestrian Program

Regional Program applications with Countywide projects list
Due January 21, 2005

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Planning Assistant

This summary of the Regional Bicycle and Pedestrian Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, transit operators, and other public agencies that are eligible recipients of federal funds can apply. Community-based organizations and nonprofits may be co-partners but cannot receive the funds

Program Description: This program funds the development of the Regional Bikeway System and pedestrian safety and enhancement projects in the T-2030.

Funding Available: \$200 million over the next 25 years is available.
\$32 million in the first four years is divided into two programs:

- Regional Program - \$8 million is available in FY 05/06, 06/07. Funding request shall be at least \$300,000 but not over \$4 million.
- Countywide Program – \$1,395,835 for Solano in FY 07/08, 08/09. Countywide funding request shall not exceed \$4 million.

11.5% local match of total project cost is required. 25% of the program's funds will be directed to pedestrian projects.

Eligible Projects: Project activities eligible for funding include

- Pedestrian and bicycle facilities (including bike parking) that provide access to regional transit, lifeline transit, regional activity centers, or schools
- Bicycle facilities on the Regional Bicycle Network defined in the Regional Bicycle Plan
- Regionally significant pedestrian projects. Pedestrian projects are intended to be inclusive of facilities or improvements that accommodate wheelchair use.

Further Details: http://www.mtc.ca.gov/funding/bike-ped_cfp.htm
Attend the BAC meeting on December 2, 2004 for Countywide program info

Program Contact Person: Doug Johnson, MTC, djohnson@mtc.ca.gov, (510) 464-7846.

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

Countywide Transportation for Livable Communities (TLC) Planning Grant

Due January 28, 2005

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Planning Assistant

This summary of the Countywide Transportation for Livable Communities (TLC) Planning Grant is intended to assist jurisdictions plan projects that are eligible for the program based on the STA's Countywide TLC Guidelines. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, transportation agencies, and community-based nonprofit organizations (if partnered with local government) may receive funding.

Program Description: This program provides funding for TLC planning activities.

Funding Available: \$150,000 to \$200,000 target budget through 2006.
Grant max per project is \$50,000 over two years.

Eligible Projects: Planning activities:

- Concept/Vision plans, Specific Area Plans
- Drawing and Design of streetscape/capital improvements
- Public Outreach / Community meetings/ Vision workshops

Planning projects must be complete by June 30, 2006.

Further Details: <http://www.solanolinks.com/programs2.html>

STA Contact Person: Robert Guerrero, Associate Planner, (707) 424-6075



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Grant

Due January 31, 2005

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Planning Assistant

This summary of the Office of Traffic Safety (OTS) Grant is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: State governmental agencies, state colleges, and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers are eligible. Community-based organizations and nonprofits may be co-partners but cannot receive the funds

Program Description: OTS offers traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions

Funding Available: OTS awarded \$74.2 million in FY 03/04.

Example Projects: Solano County 2005 Traffic Safety Grant Awards

- Fairfield, "Safe Passage", Lidar speed signs on Air Base \$61,500.00
- Fairfield Police Department, \$342,648.00
- Suisun City Police Department, \$90,000.00
- Vallejo Police Department, \$125,000.00

Further Details: <http://www.ots.ca.gov>

Program Contact Person: Mark Bertacchi, OTS, mbertacchi@ots.ca.gov, (916) 262-0985

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



DATE: November 11, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Mike Duncan, Director for Projects
RE: Surplus of One Solano Paratransit Vehicle

Background:

The Solano County Paratransit Program is managed by the Solano Transportation Authority and operated by Fairfield-Suisun Transit through an agreement with the STA. This program serves elderly and disabled residents of northern Solano County (Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Solano County), providing special transit services for these residents. The Solano Transportation Authority owns ten small buses that are used for Solano Paratransit Program operations.

Discussion:

Over the past few years, STA has been able to replace several of the older Solano Paratransit buses. As buses are replaced, the older vehicles are disposed of by surplus action. Currently, one vehicle is surplus due to its age and number of miles and is scheduled for disposal by auction or direct sale. Fairfield-Suisun Transit will dispose of the vehicle and will provide the net proceeds from the disposal of the vehicle to the STA. Proceeds from the disposal of the vehicle are returned to the Solano Paratransit vehicle capital account.

Fiscal Impact:

The disposal of the Solano Paratransit vehicle has no impact to the STA general fund. Proceeds from the sale of the vehicle will be returned to the Solano Paratransit capital fund.

Recommendation:

Recommend the STA Board of Directors approve Resolution No. 2004-__ "A Resolution of the Solano Transportation Authority Declaring One Surplus Vehicle".

Attachment

A. Resolution No. 2004-__

**RESOLUTION NO. 2004-
A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
DECLARING ONE SURPLUS VEHICLE**

WHEREAS, one Solano Paratransit vehicle has been identified by staff as surplus and the identification is attached as *Exhibit I*; and

WHEREAS, said item in *Exhibit I* is hereby deemed to be of no benefit to the Solano Transportation Authority.

NOW THEREFORE BE IT RESOLVED, that the Board of the Solano Transportation Authority does hereby declare said item in *Exhibit I* to be surplus and directs the Executive Director to authorize and approve the disposition of said items by any of the following methods: Individual Advertisement, Bid, and Sale for items valued in excess of \$500; Delivery and Sale through Contracted Private Auctioneer.

PASSED AND ADOPTED at a regular meeting of the Solano Transportation Authority Board of Directors, duly held on December 8, 2004.

Karin MacMillan
Chair

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 8th day of December 2004.

Daryl K. Halls
Executive Director

Attested:

Kim Cassidy, Clerk of the Board

EXHIBIT I

SURPLUS VEHICLE LIST

YEAR	MAKE	MODEL	VIN	DISPOSITION
1992	Ford	12/8+2 Bus	1FDKE37M2NHB18348	Surplus



DATE: November 9, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Letter of Support to MTC for Caltrans Partnership Planning Grant/
"Smarter Growth Along the I-80/Capitol Corridor"

Background:

Each year Caltrans awards Partnership Planning Grants to Metropolitan Planning Organizations such as the Metropolitan Transportation Commission (MTC) to conduct regional and statewide planning studies including corridor studies, land use/smart growth studies and studies of intermodal facilities. These grants are very competitive and letters of support are encouraged. In 2001-02, STA and MTC were successful in receiving a \$300,000 Partnership Planning grant for the I-80/I-680/I-780 Major Investment & Corridor Study.

For 2005-06, \$1,000,000 will be available statewide for Partnership Planning grants and a maximum grant cannot exceed \$300,000. Project benefits must include ways to:

- strengthen the economy;
- improve public involvement and consensus;
- collect data on state, regional and local transportation facilities; and
- improve the ability to plan and implement transportation service, systems and projects that improve mobility statewide.

Discussion:

With input from STA staff, MTC has put together and submitted the attached grant application for a 2005-06 Caltrans Partnership Planning grant entitled "Smarter Growth Along the I-80/Capitol Corridor" (see Attachment A). This joint planning study area would include Solano, Yolo, Sacramento and Placer counties.

One of the main purposes of the study is to compile the two regions' (MTC and Sacramento Area Council of Governments) demographic forecasts and growth scenarios, compare modeling projections and evaluate the transportation investments for the corridor. The study would also facilitate in-depth dialog among the two regions and the four counties located adjacent to the corridor.

Study objectives will include ways to pursue complementary land use patterns, better jobs-housing balance, and a stronger utilization of alternative travel modes including carpools, ridesharing, public transportation, walking and cycling. The study proposes to help fund Phase 2 of the new Solano Napa Travel Demand Model with \$75,000 to complete the transit model component.

The project would have a steering committee comprised of local government, STA, regional agencies, Caltrans, air districts and the business community.

Recommendation:

Recommend the STA Board approve a Letter of Support for a Caltrans Partnership Planning Grant Application Submitted by MTC entitled “Smarter Growth along the I-80/Capitol Corridor”

Attachment:

- A. Caltrans Partnership Planning Grant Application entitled “Smarter Growth along the I-80/Capitol Corridor”

2005-2006 Transportation Planning Grant Application Cover Sheet

Five complete hard copies of the application package for FY 2005/06 Transportation Planning Grant Program must be received by **5:00 pm on Friday, October 15, 2004** at the appropriate Caltrans District Planning Office. Applicants are also required to submit an electronic file of the application package in Microsoft Word. Submit additional sub-recipients (if more than one) on a separate sheet.

General Information
Grant Program: Partnership Planning
Project Title: Smarter Growth along the I-80/Capitol Corridor
Location (county/city): I-80/Capitol Corridor (Solano, Yolo, Sacramento, Placer counties)

	Applicants	Sub-recipient(s)
Organization	Metropolitan Transportation Commission	Association of Bay Area Governments, Sacramento Council of Governments, Solano Transportation Authority
Contact Person	James Corless	Ken Hough (SACOG)
Mailing Address	101 8 th Street	415 L Street, Ste 300
City	Oakland, CA	Sacramento, CA
Zip Code	94607	95814
E-mail	jcorless@mtc.ca.gov	khough@sacog.org
Telephone	(510) 464-7733	(916) 321-9000
Fax	(510) 464-7848	(916) 321-9551

Funding Information		Identify Fund Source
Grant Funds Requested	\$300,000	Partnership Planning
Cash Local Match	\$75,000	MTC/ABAG/SACOG
In-kind Local Match	\$20,000	MTC/ABAG/SACOG
Other Funding	--	
Total Cost	\$395,000	

To the best of my knowledge, all information contained in this proposal is true and correct.

Signature of Authorized Official (Applicant)

Steve Heminger
Print Name

Sacramento-Northeast Bay Area Joint Planning Project Smarter Growth Along the I-80/Capitol Corridor

II. PROJECT SUMMARY

Over the next two decades, growth pressures will increase significantly in both the San Francisco Bay Area and the Sacramento regions, specifically along the I-80/Capitol Corridor through Solano, Yolo, Sacramento and Placer counties. As the two regions try to manage this growth through a variety of incentives and planning efforts aimed at promoting more compact development patterns, they are doing so with only a minimal ability to exchange information, demographic data, and lessons learned.

The joint planning project proposed in this application will create a new interregional collaboration to provide a critical compilation of demographic projections and smart growth forecasts for the corridor. This information will be used to test the transportation and air quality impacts of smart growth plans and policies. Such comparative information will highlight critical public policy choices for transportation investments and land use decisions in the corridor and recommend changes to existing transportation and demographic models. A comprehensive assessment of the study, including the key policy implications, will be summarized in a final report that will be written for a statewide audience.

III. PURPOSE AND NEED

Both the San Francisco Bay Area and the Sacramento regions have recently undertaken comprehensive smart growth planning efforts to promote more compact development patterns and reduce the burden on regional transportation infrastructure. Both regions are planning to house more of their own workers, thus producing an improved jobs-housing relationship, fewer vehicle miles traveled, and reduced commuting from outside each region. Both regions are also planning for significant investments in future highway and transit infrastructure, including carpools, vanpools, Amtrak's Capitol Corridor, new commuter rail service, the widening of I-80 and more. The overall goal of the project is to maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution, maximizes travel in alternatives to single occupant vehicles, and supports the smart growth principles adopted by both regions.

The purpose of this joint planning proposal is to: (1) compile the two region's demographic forecasts and smart growth scenarios to compare and contrast key assumptions related to housing, employment, and travel growth trends; (2) compare the joint interregional projections with both local general plans along the corridor and the predicted future market demand for infill development and transit-oriented housing; (3) evaluate the transportation investment and air quality impacts of the two region's smart growth scenarios for the corridor; and (4) use the

findings and analysis from the compiled interregional projections to define key policy implications for the corridor from both transportation and land use perspectives, in addition assisting in the upgrades of, or recommend changes for, statewide, regional and local models that cover the corridor.

The project will be guided by an interregional steering committee comprised of members from the regional agencies, Caltrans, the air districts, and local governments along the corridor, along with representatives from economic, equity and environmental interests.

The joint planning project will also help to facilitate an in-depth dialogue among the two regions, Caltrans, local governments, transit providers, and the many stakeholders along the corridor. The project will focus on those areas along the I-80/Capitol Corridor, including Solano, Yolo, Sacramento and Placer counties. In addition, the project will have the added benefits of:

- Promoting a better understanding of transportation and air quality impacts of smart growth planning for a heavily traveled corridor;
- Building a stronger link between local plans, interregional forecasts and smart growth planning;
- Facilitating the implementation of both region's smart growth visions;
- Coordinating future transportation investments and corridor planning;
- Improving future growth forecasts for both regions;
- Providing a model for interregional cooperation that could provide assist similar efforts statewide.

IV. MEETING PLANNING OBJECTIVES & GOALS

This project strongly complements many of the goals and objectives of both state and federal agencies with a stake in partnership planning and transportation. Specifically, this effort supports the various agency objectives in the following ways:

One of the project's primary goals is to enhance the technical capacity of the planning processes used by the various agencies along the corridor and as such strongly supports this specific federal planning emphasis area. The project is also around the involvement of local officials, particularly in the Task 2 approach to reconciling local general plan policies with interregional demographic forecasts (see scope of work). In addition, it will include an analysis of management and operations as part of the transportation analysis in Task 3, and is generally aimed at integrating planning and environmental processes.

One of the key goals of this joint planning project is directly in line with the mission of Caltrans: to maximize the mobility for both current and future residents along the I-80/Capitol Corridor by pursuing complementary land use patterns, a better jobs-housing relationship, and a stronger utilization of alternative travel modes including carpools, ridesharing, public transportation, walking and cycling.

The proposed project is also a strong fit with the outlined state planning priorities, including the support of infill development and protection of agricultural resources through the implementation of smart growth scenarios, the strengthening of economic vitality throughout the corridor with the emphasis on transportation options and reducing highway travel demand, and the improvement of mobility and accessibility through the identification of smart growth strategies that can maximize the effectiveness of planned transportation investments. The joint planning project will emphasize context sensitive solutions and community values through various means, including the use of a collaborative approach to guiding the project with a broad-based interregional steering committee.

V. SCOPE OF WORK

Task 1: Compile Interregional Demographic Forecasts and Smart Growth Scenarios

A critical first step in greater coordination is to identify and analyze potential inconsistencies in long-range population and employment forecasts between the two regions. Regional smart growth policies are a significant change to the modeling in each region and the implications to broader areas have not been examined. The new projections assume different patterns of development, investment, and amount of overall growth. Our proposed analysis will determine whether each region is appropriately forecasting future residential and job growth in the other region. Currently the two regions do not formally try to coordinate their forecasts. With the implementation of smart growth policies, this coordination is becoming more important; Our study will also evaluate whether each region is using their neighbors' newly developed smart growth assumptions correctly.

The first proposed work product from this task will be a compilation and analysis of population and employment projections for Solano, Yolo, Sacramento, and Placer counties. This analysis will focus on each region's smart growth policy assumptions and the affect of those policy assumptions on issues like interregional commuting. Another component of this task will be a detailed examination of the impacts of implementing both region's smart growth scenarios

This task will also produce an interregional dialogue to coordinate assumptions and demographic and economic forecasts for the two regions. Technical meetings between staffs will be used to explain and resolve differing economic and demographic assumptions. Participants will work together to exchange data on economics, demographics, land use, and infrastructure, providing the foundation for continued coordination on these issues.

Lead Agencies: Sacramento Area Council of Governments, Association of Bay Area Governments

Deliverable 1a: Analysis of interregional projections for population and employment emphasizing the impacts of smart growth policies and interregional commuting.

Deliverable 1b: Strategy to coordinate future demographic and employment projections and improve modeling of the I-80 corridor.

Funding: \$90,000 (\$75,000 grant funded; \$15,000 local match)

Task 2: Comparison of Interregional Forecasts with Local Plans and Future Housing Market Demands

Once interregional projections have been analyzed, the next step will be to compare these forecasts with local land use plans and policies. This task will require the project staff to collect data from and consult with local government planning and economic development agencies. It will provide an important evaluation of existing development policies and any potential inconsistencies to each region's smart growth regional policies.

Data on land use potential and policies will be collected and coordinated between the two regions, and shared with local jurisdictions. Continued coordination will allow the regions to evaluate the relative success of their individual smart growth efforts, and make each region aware of future changes. The data produced as a result of this effort will be shared through several roundtable dialogues. The first round will be with local government planning staff, followed by sessions with local elected officials.

This task will also include the completion of a new housing demand study for the corridor. The study will provide a new look at the type of housing products that will be in demand throughout the interregional I-80/Capitol Corridor in the coming decades, with a particular emphasis on the potential market demand for higher density, infill housing. A forward-looking analysis for future housing demand can be a critical piece of assessing whether the market will exist in the future to support the growth patterns envisioned under the smart growth scenarios.

Lead Agencies: Sacramento Area Council of Governments, Association of Bay Area Governments.

Deliverable 2a: Analysis of local land use plans relative to compiled interregional projections.

Deliverable 2b: Analysis of housing market demand for corridor relative to compiled interregional projections.

Funding: \$125,000 (\$75,000 grant funded; \$50,000 local match)

Task 3: Evaluation of Transportation and Air Quality Impacts of Interregional Projections and Smart Growth Forecasts for the Corridor

This effort will make use of the interregional projections data along with the housing market demand study in order to develop several corridor-wide land use scenarios. The land use scenarios will be developed by the interregional steering committee in close cooperation with local planning staff and local elected officials, and will be geared towards testing the efficacy of smart growth principles and both regions' smart growth visions. Various land use scenarios will

be developed for the corridor, including three based on (a) the compiled interregional demographic projections; (b) the build out of local general plans; and (c) the two regions' forecasts for the corridor based on the Bay Area's Smart Growth Vision and SACOG's Blueprint project.

Each of the interregional land use scenarios will be analyzed for impacts on commuting times, vehicle miles traveled, and the impacts on public transportation, carpooling, ridesharing and other alternative travel options that are currently being developed along the I-80/Capitol Corridor. Among the key questions to be answered through this analysis: which of the scenarios most successfully reduces future traffic congestion and boosts all forms of public transit ridership along the corridor? Which of the scenarios maximizes carpools, vanpools and ridesharing? Which of the scenarios produces the least impacts on air quality?

Lead Agencies: Sacramento Area Council of Governments, Metropolitan Transportation Commission, and the Solano Transportation Authority in partnership with the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Sacramento Metro Air Quality Management District.

Deliverable 3a: Analysis of alternative land use scenarios for the I-80/Capitol Corridor in terms of the impact on both transportation and air quality and the implications for planned transportation investments along the corridor.

Funding: \$75,000 (all grant funded)

Task 4: Lessons Learned: Implications for Interregional Policy and Planning Practices

Once we have compiled the interregional forecasts, compared them to predicted market demand and local general plans, and analyzed alternative land use scenarios for the corridor, the next task is to assess the major public policy implications. The findings generated from Tasks 1 through 3 will be summarized and presented to the interregional steering committee for discussion. Among the key topics anticipated: (a) how to resolve inconsistencies between the two region's demographic forecasts; (b) how to resolve inconsistencies between the compilation of the interregional corridor-wide projections with both the predicted market demand and the potential growth allowable under the build out of local general plans; (c) how to apply the findings from the land use scenarios (Task 3) to the planned transportation investments in the corridor. An in-depth discussion of these topics will be a significant part of the final report (see below).

In addition to the assessment of transportation and land use choices for the corridor, we will work to harmonize the transportation and demographic models—used by SACOG, ABAG, MTC and the Solano Transportation Authority—with the Caltrans statewide travel model and the intercity rail model. We will recommend changes to these models to better account for new demographic projections, jobs-housing balance, and the ability of changes in land use patterns to shift the travel modes for local non-work trips. Particular emphasis will also be placed on strengthening the travel model used by the Solano Transportation Authority to allow for

incorporation of alternative modes of transportation—a critical component of the overall effort to model the local transportation impacts of smarter growth patterns.

Lead Agencies: Sacramento Area Council of Governments, Metropolitan Transportation Commission, Association of Bay Area Governments, Solano Transportation Authority

Deliverable 4a: Synthesis of lessons learned from tasks 1-3, with major public policy implications highlighted and recommendations proposed for resolving inconsistencies and conflicts among overall transportation, demographic and land use assumptions.

Deliverable 4b: Analysis of existing modeling capabilities within existing planning agencies and recommendations for harmonizing transportation models to better reflect compiled interregional projections.

Deliverable 4c: Revision to the transportation model used by the Solano Transportation Authority to better incorporate alternative modes of transportation.

Funding: \$75,000 (all grant funded)

Task 5: Final Report & Recommendations

This joint planning effort will culminate in a report geared towards the local jurisdictions, stakeholders, and regional and statewide planning agencies along the corridor, but written with a statewide audience in mind. The report will highlight new interregional employment and demographic projections. It will provide an in-depth analysis of the findings from tasks 1-3, and provide recommendations resulting from the dialogue around the transportation and land use policy implications and choices anticipated among the interregional steering committee members as part of task 4.

Lead Agencies: Sacramento Area Council of Governments, Metropolitan Transportation Commission, Association of Bay Area Governments, Solano Transportation Authority

Deliverable 5a: Final Report highlighting findings and geared towards stakeholders along the corridor as well as other regions where interregional planning has strong potential or Interregional Partnerships (IRPs) are already underway.

Funding: \$25,000 (\$10,000 grant funded; \$15,000 local match)

VI. MEETING GRANT SPECIFIC OBJECTIVES

This grant proposal is an excellent match to the grant specific objectives outlined under the Partnership Planning Element. The interregional effort to compile demographic forecasts and smart growth projections along the I-80 corridor in order to maximize the effectiveness of transportation investments will have multi-regional benefits and provide an important model

statewide for other similar efforts. This joint planning project can result in significant transportation benefits in terms of easing the traffic burden on the I-80 corridor, shortening commute times through better jobs-housing balance, and providing more options to residents by maximizing the effectiveness of public transportation, including carpooling, express buses and Amtrak's Capitol Corridor.

This project will also greatly advance cooperation and coordination between the Bay Area and the Sacramento regions, between local governments and state and regional agencies along the corridor, and between public agencies and members of stakeholder groups, in particular representatives of economic, equity and environmental interests.

VII. PUBLIC PARTICIPATION

The joint planning project will be guided by an interregional steering committee, which will consist of representatives from Caltrans, the Metropolitan Transportation Commission, the Association of Bay Area Governments, the Sacramento Area Council of Governments, the Solano Transportation Authority, the three air districts with jurisdiction over the project study area, local government staff, and representatives from environmental groups, social equity interests and the business community. The steering committee will guide all components of the scope of work, including public involvement and outreach.

VIII. PROJECT OUTCOMES

This joint planning project will produce a number of significant work products. These include:

- A new compilation of interregional demographic projections and smart growth visions for the I-80/Capitol Corridor;
- A new housing market demand study for the corridor;
- A comparison of the interregional demographic projections with the growth predicted by the housing market demand study, and the growth that could be accommodated based on an analysis of local general plans;
- An analysis of alternative land use scenarios for the I-80/Capitol Corridor in terms of the transportation and air quality impacts;
- An analysis of public policy implications from the study findings and proposed recommendations for resolving inconsistencies and conflicts among overall transportation, demographic and land use assumptions.
- Recommendations for changes to transportation and demographic models used throughout the corridor, including assistance in the upgrade of the Solano County transportation model;

- A final report summarizing all of the above;

The interregional steering committee will be responsible for the oversight of this project and provide a more formal accountability structure for the project as a whole in order to ensure successful outcomes. The project will use its resources in an extremely cost-effective manner because it will utilize both technical and professional capacity at the various public agencies that are already responsible for transportation planning and demographic forecasts along the corridor. Given that the I-80/Capitol Corridor is also an area of significant planned transportation investments, such as Interstate 80, the I-80/680 interchange, Amtrak's Capitol Corridor, express buses, ridesharing programs and more, this project can potentially pay for itself many times over by reducing the need for future infrastructure through taking advantage of smarter land use patterns and planned investments in transportation alternatives.



DATE: November 10, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Robert Guerrero, Associate Planner
RE: Countywide TLC Planning Grants Call for Projects

Background:

The Metropolitan Transportation Commission (MTC) administers funds for the Transportation for Livable Communities (TLC) program. The purpose of the program is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

MTC's TLC program includes a separate Countywide TLC component that allows the nine Bay Area Congestion Management Agencies (CMAs) to administer a percentage (based on population) of the TLC funds for countywide priority projects. As part of the STA's Countywide TLC program, limited planning funds are available through the Transportation Planning Land Use Solutions (T-PLUS) Program, which was increased to a maximum of \$50,000 over a two-year period per project, based on the TAC's recommendation at their August 25, 2004 meeting.

A few key activities recently completed related to the Countywide TLC program include:

- 1) *Solano Candidate TLC Project Field Review meetings* **Summer 2004**
- 2) *STA Board Adopted Countywide TLC Guidelines* **September 8, 2004**
- 3) *STA Board Adopted TLC Plan* **October 13, 2004**

Discussion:

STA staff is recommending the STA Board issue a call for projects for Countywide TLC planning grants. The STA will distribute a TLC planning grant application consistent with the Solano Countywide TLC Guidelines (Attachment A) shortly after the STA Board approves a Call for Projects. Applications will be due to the STA by January 28, 2005 with the STA Board subsequently approving the award of planning grants.

Applicants will be required to have a resolution from their council or board committing support and local funds for their TLC planning grant request. The resolutions will be accepted by STA staff after the January 28th application deadline, but no later than February 9, 2005.

The STA is attempting to increase the planning funds based on the needs expressed by several member agencies to develop and refine their conceptual projects in preparation for future TLC capital funds. Staff is currently investigating options to increase the TLC Planning Grants budget (through June 30, 2006) to approximately \$150,000 to \$200,000 by utilizing future T-PLUS funds as well as other potential federal funds.

Recommendation:

Recommend the STA Board issue a 'Call for Projects' for Countywide TLC Planning Grants.

Attachment:

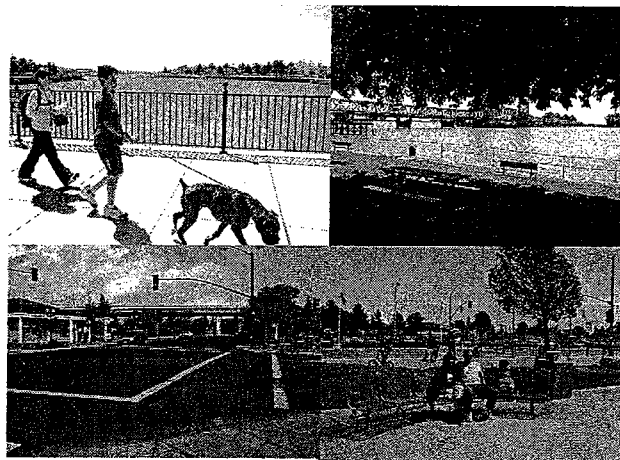
A. Solano TLC Program Guidelines

SOLANO TRANSPORTATION AUTHORITY

Solano Countywide Transportation for Livable Communities (TLC) Program

Guidelines

September 2004



DRAFT COUNTYWIDE TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM GUIDELINES

COMMUNITY DESIGN PLANNING PROGRAM

TRANSPORTATION PLANNING LAND USE SOLUTIONS (T-PLUS)

Program Description

The Community Design Planning Program funds community design and planning processes to retrofit existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create pedestrian, bicycle, and transit-friendly environments. The key objective of this program is to provide funding support to local governments, transportation agencies, and community-based organizations to explore innovative design concepts and plans that relieve congestion by alternative modes of transportation through an inclusive, community-based planning process. Community design planning processes often lead to the development of capital projects that can compete for funding at a regional level. The community planning process typically results in transportation/land-use concept plans; streetscape design concept plans; detailed drawings, construction cost estimates, and implementation plans for specific capital projects.

Who Can Apply?

Community design planning grants are awarded on a competitive basis. Local governments, transportation agencies, and community-based nonprofit organizations may receive funding. Non-governmental organizations may act as the lead sponsor, but must partner with a local government agency to carry out the planning project. Grant recipients will be required to enter into a funding agreement with STA to carry out the project and attend a workshop on grant administration.

How Much Funding is Available?

The STA is planning to allocate a new range up to \$25,000 on an annual basis and a maximum of \$50,000 per project over a two year period per project for this program. A 20 percent local match is required. Local match is defined as the dollars used to match the planning work on the project. STA may consider allocating planning funds on a multiyear basis.

Eligible Activities

Project activities eligible for funding include conducting community design and visioning workshops; designing streetscape improvements that promote pedestrian, bicycle and transit activities; preparing neighborhood revitalization plans to strengthen community identity; developing transportation and land-use plans for redevelopment areas or preparing concept plans, drawings and design guidelines for capital projects.

How will Projects be Evaluated?

Part One: Evaluation Criteria

1. Study Need

- a. Proposal includes an issue statement that clearly identifies the purpose and need of the planning project along with desired outcomes.
- b. Project pertains to a defined physical location.
- c. Project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit and community benefit through walkability, pedestrian safety, traffic calming, transit access, bicycle gap closure projects.

2. TLC Program Goals

- a. Project addresses one or more TLC program goals and demonstrates how well the goals are met.

3. Project Scope

- a. Project describes a collaborative planning process to be undertaken by identifying the:
 - community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations, nonprofits, community-based organization, etc.), local governmental agency, and the transit operator that will be involved and their roles
 - outreach strategy to solicit input from a diversity of participants
- b. Describe how the intended project outcomes include one or more of the following:
 - Community stakeholder participation and support
 - Plans for providing congestion relief through improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use
 - Plans for providing congestion relief through the development of higher density housing and mixed-use development near existing or planned transit infrastructure

4. Project Administration

- a. Project will result in a specific and clear work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process.
- b. Project will be completed within the Metropolitan Transportation Commission's (MTC) allocation schedule (a 1-2 year timeline). Project sponsor commits to begin the project immediately once the Commission approves the project. Note: once projects are underway, STA/MTC will consider time extensions if the project sponsor demonstrates progress on the planning process and demonstrates a real need for additional time to adequately conduct community outreach or technical analysis.

- c. Project sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible.

5. Solano Comprehensive Transportation Plan

- a. Project is an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan (CTP). Applicants may also reference the STA's Countywide Pedestrian Plan and the Countywide Bicycle Plan for pedestrian and bicycle friendly design concepts for consideration in their TLC candidate project scope. The Pedestrian and Bicycle Plan are part of the CTP's Alternative Modes Element.

Part Two: Additional Factors

If a project meets the evaluation criteria listed above, STA will use the following factors to further evaluate competing projects for TLC assistance:

1. **Project Innovation:** To what degree does the project demonstrate innovation in project scope and community outreach techniques? Is this project different in scope and type than other candidate projects?
2. **Land Use/Transportation Links:** To what degree does the project provide congestion relief through support of building higher density housing and mixed uses developments, connectivity particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/corridors?
3. **Local Match:** To what degree is the local match beyond the required match offered as part of the proposed project's total cost? To what degree does the project use TLC funds to leverage other funding? To what degree does the sponsor provide in-kind services (staff time or costs) towards the project?
4. **Low-income Community:** Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

Application Process

Step 1: STA issues a "call for projects" on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The planning proposal should include the amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), how project fulfills evaluation criteria shown above, preliminary scope of work that describes each itemized task to be undertaken and the resulting work product(s) per task, project budget and schedule for the project by itemized task/work product, and project area map and existing conditions photos.

Step 3: STA staff and representatives from STA's Alternative Modes/Screening Committee, approved by the STA Board, evaluates project proposals.

Step 4: The STA Board will approve Countywide TLC projects based upon the recommendations provided by a Alternative Modes/Screening Committee, STA staff, and available funding.

Step 5: Following approval, grant recipients will enter into a funding agreement with STA and attend a special workshop on community planning and grant administration.

CAPITAL PROGRAM

COUNTYWIDE TLC & TE CAPITAL PROGRAM

Program Description

The Capital Program funds transportation infrastructure improvements that provide congestion relief through to pedestrian, bicycle and transit facilities. The key objectives of this program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, connectivity, improved internal mobility, and stronger sense of place. Typical TLC capital projects include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, traffic calming and streetscapes. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, and/or construction.

Who Can Apply?

Capital Program grants are awarded on a competitive basis. Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds. Grant recipients will be required to take the capital project through the federal-aid process with Caltrans Local Assistance, and obligate or commit the federal funds by the regional obligation deadline specified by MTC. In addition, grant recipients will be required to attend a training workshop on project implementation and the federal-aid process.

How Much Funding is Available?

STA and MTC allocate federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvements Program, or Transportation Enhancements (TE) Funds toward the capital project. Grant amount ranges from \$50,000 to \$500,000 per project. A local match of 11.5 percent of the total TLC project cost is required.

Eligible Activities

Project activities eligible for funding include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as median landscaping, street trees, lighting, furniture; traffic calming design features such as pedestrian bulb-outs or transit bulbs; transit stop amenities; way-finding signage; and gateway features. While these discrete activities are eligible for funding, STA is looking for a transportation capital project that is well-designed, uses a variety of design features, results in numerous community benefits, and is part of a community's broader revitalization and development efforts.

How will Projects be Evaluated?

Part 1: Project Readiness Criteria

The following criteria will be used to evaluate whether a project will be able to meet the fund obligation deadline. Projects must secure a federal authorization to proceed with construction by the obligation deadline set by STA.

1. Has a collaborative planning process involving the local government agency, community stakeholders, transit district(s), and others affected by the project taken place? (If the planning process has not been undertaken, please consider applying in a future cycle once the process is completed.)
2. Is the project fully funded with TLC capital funds? Is the project dependent upon other funding yet to be secured? Please provide a project budget showing all funding amounts and fund sources secured for the project, and describe how any funding shortfalls will be covered.
3. Is the project dependent upon another uncompleted major capital project?
4. What type of environmental document required by CEQA and NEPA will be (has been) prepared, and when would it be (was it) certified? What environmental issues may require more detailed study?
5. Is the project entirely within the local agency's right-of-way? Are any new right-of-way, permits or easements needed, and when would it be acquired (from non-TLC sources) if needed?
6. Is there a utility relocation phase within the project area but implemented separately from the project?
7. Have all affected departments within the local government agency, transit agency, and/or other public agency (1) been involved in the development of the project and (2) reviewed the project to ensure project feasibility?
8. Has your public works staff reviewed and approved the conceptual plan?
9. Is there significant local opposition that may prevent the project from meeting the funding obligation deadline?
10. Are there any pending lawsuits related to the project?

Part 2: Basic Eligibility Criteria

All basic eligibility criteria below must be met before a project can be reviewed according to the evaluation criteria under Part 3. Briefly describe how the project satisfies each criterion. Following grant approval, the project sponsor will submit a governing board approved resolution confirming the requirements described below have been met.

11. Project is adopted in the Solano Comprehensive Transportation Plan as part of the TLC Plan in the Alternative Modes Element
12. The funding request is greater than \$50,000 and less than \$500,000.
13. The project sponsor assures that a local match of at least 11.5 percent of the total project cost will be available.
14. The project sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
15. The project is well-defined and results in a usable segment.
16. The project sponsor understands and agrees to the STA project delivery requirements as described below.

- a. Federal funds through the TLC Capital Grants program are fixed at the programmed amount, therefore any cost increase would not be funded through TLC.
- b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in the Transportation Improvement Program (TIP).
- c. A field review with Caltrans Local Assistance and STA staff will be completed within six (6) months of grant approval.
- d. The appropriate NEPA document for the project will be certified through the office of Caltrans Local Assistance within twelve (12) months of grant approval.
- e. The project design drawings will be submitted to STA for review and comment at various design stages, typically 30%, 60%, 90%, and 100% submittals.
- f. Completed Plans, Specifications, and Estimates (PS&E) package will be submitted to STA, MTC, and Caltrans Local Assistance by no later than April 1 in the year of regional obligation deadline.
- g. Federal funds will be obligated by the fund obligation deadline established by STA or MTC for this grant cycle.
- h. The "before" and "after" photos of the project will be sent to STA for use in publications, press releases, reports, etc. about the TLC program.
- i. STA will be notified immediately to discuss potential project implications that will affect the delivery of the project.
- j. The project sponsor commits to maintaining the project.

Part 3: Capital Evaluation Criteria

If a project meets all the screening factors identified in Parts 1 and 2, it is evaluated according to the criteria shown below. For each category, a project will be assigned a "high", "medium", or "low" rating. Funding priority is based on the degree to which the project meets these criteria.

1. TLC Program Goals

- Project addresses one or more TLC program goals and demonstrates how well the goals are met.

2. Community Involvement

- Project resulted from an inclusive and collaborative planning process with community stakeholders, including low-income, minority community representatives (if applicable), as demonstrated by new or strengthened project partnerships, outreach efforts to a diversity of participants, and innovative planning techniques used to solicit public input.
- A planning document (such as a transportation-land use plan, urban design/landscape concept plan, design development plan, specific plan, general plan etc.) from which the

project was derived, or a conceptual design illustrating the project, has been prepared and made available to the public for review and comment.

- Project is supported by the local agency (including planning, public works, engineering, traffic, and/or redevelopment departments/ agencies), transit operator(s), and community stakeholders who are affected by the project.

3. Project Impact

The project remedies a current or anticipated problem and will result in one or more of the following community benefits:

- a. Transit Corridor Improvements: promotes TLC related improvements for transit hubs, ferry terminals, rail stations, and park and ride facilities that support transit services (express bus, rail, ferry) along the I-80/680/780 & SR 12 corridors.
- b. Transportation Choices: project provides for a range of transportation options to access jobs, shopping, recreation and other daily needs as a means of relieving traffic congestion.
- c. Pedestrian and Bicycle Access: project improves connectivity and direct pedestrian or bicycle access to the downtown, commercial core, neighborhood, or transit stop/corridor.
- d. Transit Access: project improves transit accessibility and connectivity to a major activity center.
- e. Safety and Security: project reduces the number of pedestrian/bicycle injuries and fatalities, and addresses safety and security concerns around transit facilities.
- f. Street Design: project promotes good street design to encourage pedestrian, bicycle and transit trips such as narrow traffic lanes, wide sidewalks, marked crosswalks, landscape buffers, etc.; promotes safe road-sharing between bicycles and vehicles; and complies with the American with Disabilities Act and applicable street design standards.
- g. Traffic Calming: project reduces driving speeds to facilitate safe pedestrian, bicycle, and vehicle travel and street crossings.
- h. Streetscape Design: project creates pedestrian, bicycle and transit friendly environments through street trees, landscape buffers, pedestrian-scaled lighting, wide sidewalks, etc.
- i. Community Design: project enhances the look and feel of the community and fosters a strong sense of place through upgrades to the physical environment and cohesive designs of streets, buildings, and public spaces.
- j. Air Quality: project improves mobility via walking, biking, or taking transit, and thus reduces vehicle trips and improves air quality.
- k. Economic Development: project acts as a catalyst to generate local economic development opportunities, particularly within disadvantaged communities.

4. Land Use Links

- Describe how the proposed project supports channeling new growth to areas of the region with established infrastructure and existing residential development, employment centers, and other major activity centers such as retail and cultural facilities.
- Describe how the proposed project is located in a project area that is currently zoned, or will be rezoned, to support the development of a diverse mix of housing (particularly high-density, affordable, and/or mixed-income developments), retail, commercial, or office uses.
- Describe how the proposed project is located in a project area where major transit infrastructure exists or is planned in to serve the land use developments.
- Describe how the proposed project directs investment to a traditionally low-income community, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole.
- Describe how the proposed project would help provide congestion relief by supporting increased use of transit, ridesharing, bicycle and pedestrian facilities and services.

Application Process

Step 1: STA issues a “call for projects” on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The project proposal should include amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), detailed description of the specific capital improvements to be funded by TLC, how project fulfills evaluation criteria shown above, project finance plan for preliminary engineering, right-of-way and construction phases, project schedule for preliminary engineering, right-of-way and construction phases, and project area map and photos.

Step 3: STA evaluates project proposals with assistance from representatives from STA’s Screening Committee, approved by the Alternative Modes Committee.

Step 4: The STA Board will approve Countywide TLC projects based upon the recommendations provided by a Screening Committee, STA staff, and available funding.

Step 5: Following approval, grant recipients will submit to STA a board-approved resolution demonstrating commitment to fund and build the project and attend a workshop on project implementation and the federal-aid process. Grant recipients will be required to take the TLC capital project through the federal-aid process with Caltrans Local Assistance and comply with STA’s project review process. Funds returned to STA for any reason will be reprogrammed according to Commission policy.



DATE: November 22, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Daryl K. Halls, Executive Director
RE: Proposed 2005 Legislative Priorities and Platform

Background:

Each year STA updates its legislative platform that serves as a guide for the monitoring of state and federal legislation that pertains directly to transportation and related issues. The STA Board adopted Platform and legislative priorities also serve as a guideline for legislative trips to Sacramento and Washington, DC.

To help ensure the STA's transportation policies and priorities are consensus based, the STA's Legislative Platform and Priorities is first developed in a draft form and then distributed to members agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff is proposing the STA TAC, Transit Consortium and Board review the draft Platform and Priorities and distribute for review and comment in December and then agendize for STA Board adoption in January 2005.

Discussion:

Attached is a proposed draft of the STA's 2005 Legislative Platform and Priorities. Recommended additions have been noted in ***bold italics*** and recommended deletions with a ~~striketrough~~. Recommended modifications include the following:

1. Legislative Priority #6 – This item has been updated to reflect the approval of Regional Measure 2 by Bay Area voters in March of 2004 and the proposal by the Governor's in September of 2004 suggesting the possible diversion of RM 2 revenues to cover the project cost increase of the Bay Bridge.
2. Legislative Priority #7 – This priority has been to support statewide transportation efforts to advocate against the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.
3. Legislative Platform Item I.1. – Staff recommends modifying "Sponsor" to "Support."
4. Legislative Platform Item X.2. – This item has been updated to reflect the passage of RM2 and the allocation of funds to implement the expanded transit services contained in RM2, including Solano County Express Bus and Vallejo Baylink Ferry Services.

Recommendation:

Forward the Proposed STA 2005 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for 30 day review and comment.

Attachment:

A. Proposed STA 2005 Legislative Priorities and Platform

2004 STA LEGISLATIVE PLATFORM

Solano Transportation Authority
Proposed 2005 Legislative Priorities and Platform
 (Updated 11/23/04)

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue project funding for:
 - a. I-80/I-680/SR 12 Interchange *
 - b. Jepson Parkway Project*
 - c. Vallejo Intermodal Station*
 - d. Vallejo Baylink Ferry Service
 - e. Fairfield/Vacaville Intermodal Station*
 - f. Capitol Corridor Rail Service and track improvements throughout Solano County
 - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll, and support the passage ***implementation*** of Regional Measure 2 ~~scheduled for the March 2004 ballot~~. ***funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.***
7. ***Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.***

* *Federal Priority Projects*

2004 STA LEGISLATIVE PLATFORM

I. Air Quality

1. ~~Spensor~~ **Support** use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

2004 STA LEGISLATIVE PLATFORM

9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

1. Encourage new or revised guidelines to provide more flexible ADA access to trails, bike routes and transit.

III. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

IV. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

V. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

2004 STA LEGISLATIVE PLATFORM

VI. *Funding*

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill *that maintains the funding categories and flexibility of TEA 21 and provides a higher level of overall transportation funding.*

2004 STA LEGISLATIVE PLATFORM

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VI. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

VII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

VIII. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their

2004 STA LEGISLATIVE PLATFORM

contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2004 ballot.

2004 STA LEGISLATIVE PLATFORM

X. *Ferry*

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1st and 2nd Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. ~~Advocate for sufficient State~~ ***Support the implementation of expanded*** ~~operating and capital for Vallejo Baylink ferry and countywide express bus~~ ***service funded*** ~~from the proposed “3rd Dollar” Bridge Toll (Measure 2) program~~ ***and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.*** ~~–in amounts sufficient in order to maintain and expand Vallejo Baylink ferry and express bus operations and fund Intermodal stations in support of this service.~~
3. In addition to new bridge tolls, work with MTC to generate new regional transit revenues such as gasoline sales taxes, etc., to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.
4. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

XI. *Safety*

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

XII. *Transit*

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2004 STA LEGISLATIVE PLATFORM

2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Due to the elimination/reduction of Federal transit operating subsidies, support legislation to also eliminate or ease Federal requirements and regulations regarding transit operations.
6. Support efforts to change Title 23 restrictions on use of toll bridge funds for operations.



DATE: November 11, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Mike Duncan, Director for Projects
RE: Small UZA Payback Plan

Background:

The Federal Transit Administration (FTA) provides funding for transit operations and capital. Large urbanized areas (UZA's), like San Francisco-Oakland, receive funding directly from FTA. Small UZA's receive funding from the State through the Governors apportionment. In California, 31 small UZA's (including Fairfield, Vacaville and Vallejo) receive FTA funding from the Governors apportionment.

Discussion:

At one time, Santa Rosa was a small UZA and received an advance of funds from the Governors apportionment. After the 2000 census, Santa Rosa transitioned from a small UZA to a large UZA and was no longer eligible to receive funds from the Governors apportionment. Due to this change in status, Caltrans requested that Santa Rosa City Bus return \$1,490,209 that had been advanced. Santa Rosa City Bus denied Caltrans' request.

A request by Caltrans to the Metropolitan Transportation Commission (MTC) to transfer the Santa Rosa funds to the State could not be acted on since MTC does not have responsibility or control of the FTA funds that Santa Rosa currently receives.

In order to recover the \$1,490,209 advanced to Santa Rosa, Caltrans has proposed that the current small UZA's in the Bay Area (Fairfield, Vacaville, Vallejo, Gilroy, Morgan Hill, Livermore, Napa and Petaluma) foot the bill over three federal fiscal years starting with FFY 2004-05. For the Solano County agencies, this "remedial plan" proposed by Caltrans will result in a loss of \$280,051 for Fairfield, \$196,858 for Vacaville and \$416,173 for Vallejo, or a total of \$893,082 for Solano County agencies to pay a bill for Santa Rosa (see Attachment A).

MTC has sent a letter to Caltrans strongly opposing this plan and proposing Caltrans work directly with Santa Rosa City Bus to remedy this situation. STA staff and our MTC Commissioner, Mayor Jim Spering, are also addressing this issue.

Recommendation:

Recommend the STA Board authorize the Chair forward a letter to Caltrans opposing the plan to have Solano County transit operators cover the cost of the advance of small UZA funds to Santa Rosa Transit.

Attachment

A. Caltrans Letter to MTC, September 27, 2004



Flex your power!
 Be energy efficient!

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION MS 39
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 654-8144
 FAX (916) 654-4816
 TTY (916) 653-4086

COPY

September 27, 2004

Steve Heminger, Executive Director
 Metropolitan Transportation Commission
 Joseph P. Bort Metro Center
 101 Eighth Street
 Oakland, CA 94607-4700

Attention: Therese W. McMillan

Dear Mr. Heminger:

Our previous correspondence dated June 16, 2003, requested a refund of the advance of \$1,490,209 made to the Santa Rosa urbanized area (UZA) when said UZA was included in the Governors apportionment. Metropolitan Transportation Commission (MTC) responded that it could not make the transfer without the concurrence of the eligible applicants in the current Santa Rosa UZA. This deficit adversely impacts all operators in the 31 UZAs in the present Governors apportionment.

Accordingly, the California Department of Transportation (Department) has developed a remedial plan that is believed to be in the best interest of all impacted transit operators Statewide. The Department will recover the advanced amount from allocations to the UZAs in the MTC region that are identified in the Governors apportionment: Fairfield, Gilroy, Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo. The recovery of Federal funds will occur over three federal fiscal years (FFY) as follows: FFY 2004-2005 and 2005-2006 \$ 500,000 will be deducted in each year, and FFY 2006-2007 \$490,209 will be deducted.

This remedy distributes the repayment over three years to reduce both the fiscal burden in any given year and the number of impacted transit operators. Should you have questions, please contact La Keda Johnson at (916) 657-4373.

Sincerely,

GALE OGAWA
 Acting Division Chief
 Division of Mass Transportation

c: Kate Miller Metropolitan Transportation Commission
 Bryan Albee Sonoma County Transit
 Robert E. Dunlavey City of Santa Rosa

**Attachment 1: Caltrans Proposed Reduction to Recoup
Santa Rosa City Bus Advance**

Urbanized Area	Estimate FTA 5307 Apportionment			
	FY 2004-05	FY 2005-06	FY 2006-07	Total
<i>Caltrans Demand</i>	\$ 500,000	\$ 500,000	\$ 490,209	\$ 1,490,209
Vallejo	139,636	139,636	136,901	416,173
Fairfield	93,964	93,964	92,124	280,051
Vacaville	66,050	66,050	64,757	196,858
Napa	56,672	56,672	55,562	168,906
Livermore	55,414	55,414	54,328	165,155
Gilroy-Morgan Hill	46,892	46,892	45,973	139,757
Petaluma	41,373	41,373	40,563	123,309
Total	\$ 500,000	\$ 500,000	\$ 490,209	\$ 1,490,209

UA	2004-05		2005-06		2006-07	
	\$	%	\$	%	\$	%
Vallejo	2,994,128	28%	3,083,952	28%	3,176,471	28%
Fairfield	2,014,808	19%	2,075,252	19%	2,137,510	19%
Vacaville	1,416,281	13%	1,458,770	13%	1,502,533	13%
Napa	1,215,185	11%	1,251,640	11%	1,289,189	11%
Livermore	1,188,201	11%	1,223,847	11%	1,260,562	11%
Gilroy-Mor	1,005,470	9%	1,035,634	9%	1,066,703	9%
Petaluma	887,140	8%	913,755	8%	941,167	8%
Total	10,721,214	100%	11,042,850	100%	11,374,135	100%



DATE: November 18, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Program Director
RE: Funding for Transit Element of the Comprehensive Transportation Plan

Background:

The Solano County Comprehensive Transportation Plan (CTP) was originally completed in May 2002. The CTP is currently being revised to include the results of recently completed studies such as the I-80/680/780 Major Investment and Corridor Study, the I-80/680/780 Transit Corridor Study, the Senior and Disabled Transit Study, the County Pedestrian Plan and the Countywide Transportation for Livable Communities Plan.

The CTP has three primary elements categorized by transportation mode: The Arterials, Highways and Freeways Element, the Transit Element and the Alternative Modes Element. The completion of the studies and plans cited above has provided more comprehensive and current project costs for each of the three elements. Based upon current estimate, the CTP projects \$4.7 billion of transportation needs over the next 25 years, but only \$1.3 billion in anticipated revenues, leaving an estimated \$3.4 billion shortfall.

The Transit Element consists of five components:

- Intercity Bus
- Intercity Passenger Rail
- Ferry Services,
- Intercity Transit Service for Senior and Disabled (Paratransit)
- Support Systems

At nearly half a billion dollars, the \$441 million funding shortfall for the Transit Element of the CTP is significant. The costs included in the Transit Element include the capital and operating costs of intercity bus service, train station and track improvements, commuter rail capital and operating costs, Baylink ferry service capital costs and Senior and Paratransit capital and operating costs. Transit support facilities, such as the park and ride lots and high occupancy vehicle lanes, were included in the Alternative Modes Element and the Arterials/Freeways Element of the CTP, respectively.

Discussion:

Historically, the primary sources of funding for the types of projects identified in the Transit Element of the CTP are listed below:

- Transportation Development Act (TDA, Article 4/8)

- State Transit Assistance (STA)
- Federal Transit Administration (FTA) 5307, 5309, 5310 and 5311 funds
- Surface Transportation Program (STP)
- Northern Bridge Group Toll Revenue Programs
- Regional Transportation Improvement Program (RTIP)
- Interregional Transportation Program (ITIP)
- Discretionary Ferry Fund
- Congestion Management Air Quality (CMAQ)
- Air District grants
- Advertising Revenue
- Passenger Fares

All local jurisdictions either operate transit directly or contribute funding to local, intercity bus, and Paratransit operations. The cities of Vallejo, Benicia, Fairfield, Vacaville, Dixon, and Rio Vista operate transit, either fixed-route or general public dial-a-ride service. The City of Suisun City and the County of Solano contribute funding to fixed route and Paratransit services operated by others. Suisun City partners with Fairfield as part of Fairfield/Suisun Transit. Nearly all Solano County intercity bus services are funded by multiple agencies, but Vallejo's Baylink Ferry and the Capitol Corridor are not.

All transit operators collect passenger fares. The other funding sources are not all available to all transit operators. They are for specific purposes, locations, and types of services. This is discussed further later in this staff report.

New funding sources are limited for transit. Some potential sources are listed below and discussed in Attachment C.

- Regional Measure 2 (RM2)
- Low Income Flexible Transportation/Jobs Access Reverse Commute (LIFT/JARC)
- Transportation for Livable Communities (TLC)

Potential

- TDA – 100% transit (Unmet Transit Needs)
- New local funding sources (such as Measure A)

The primary source of bus operating funding (Transportation Development Act funds) is projected to modestly increase in the near-term. Passenger fares, the next largest revenue source for bus operating costs, will vary depending upon the level of service that can be delivered. The level of service delivery will be limited by modest increases in operating revenue being eclipsed by increasing cost of living, fuel, and other basic operating costs.

The primary source of funding for local, paratransit, taxi scrip, and intercity transit operations is TDA Article 4/8 funds. Three of the eight local jurisdictions in Solano use 100% of their TDA funds for transit purposes – Vallejo, Fairfield, Benicia; these are the

three transit operators of intercity transit services. These TDA funds are used for local, intercity, and Paratransit services.

There is good news for transit funding from TDA. TDA funds are generated from a ¼ cent statewide sales tax. Solano County is one of the few counties in the Bay Area that has not seen a significant drop in sales tax revenue and TDA funds in recent years. For FY04/05, an 8% increase in TDA funds countywide from FY03/04 is projected and is estimated to generate \$13.0m for distribution to the local jurisdictions. Combined with carryover of \$8.8m, there is over \$20m for TDA funds for transit and streets and roads (Attachment A). Each jurisdiction has a specific allocation. Of the over \$20m, \$14 million will be spent on local, intercity, and Paratransit operating, capital, or planning this fiscal year (Attachment B). There is projected to be a carryover of \$2.4 million into FY05/06.

TDA is the one funding source all transit operators receive. Passenger fares are another common funding source. There is a myriad of other potential funding sources (see Attachment C). However, not all sources of funds are available to all transit operators.

Most Solano operators receive limited amount of State Transit Assistance (STA) funds; these are distributed through formula allocations based on population and revenue (see Attachments D and E).

The Federal Transit Administration (FTA) is the source of several funding programs: 5307, 5309, 5310, 5311. Three of these are competitive grant programs and one is via congressional earmarks. 5307 funds are distributed through formulas based on population. In Solano County, Benicia, Vallejo, Fairfield, and Vacaville receive these funds and can use them at a specified ratio for operating costs. 5310 funds Paratransit. 5311 funds transit planning, operating, and capital in rural areas; Dixon and Rio Vista are eligible for these funds. 5309 funds have subcategories two of which are for fixed guideway systems and one for bus/bus facilities. The funds are distributed through Congressional earmarks.

Bridge Toll Revenue Programs target transit service, primarily ferry, that relieves vehicular trips over the state-owned bridges. The federal Ferry Board Discretionary (FBD) fund is limited to ferry boats and facilities.

Congestion Management/Air Quality (CMAQ) funds must be used for projects that reduce air pollution emissions; they have been used for large capital projects such as intermodal stations. CMAQ funding for eastern Solano County has increased recently. The criteria for the Air Quality Management Districts' competitive Transportation Fund for Clean Air (TFCA) and Clean Air Fund (CAF) grants by the two air districts that cover Solano make it difficult for transit to successfully compete and are at best a very minor source of funding.

The major source of new funds is RM2. RM2 will provide significant funding for several intermodal stations, track improvements, and expanded express bus and ferry services in Solano County. Smaller new sources of funds may come from MTC's regionally competitive Low Income Flexible Transportation (LIFT) grants. To apply for LIFT grants, projects must be consistent with either a Solano County's Welfare to Work

2004 Solano Ending Balance

FY 2004-05 AVAILABLE NET ASSETS BASED ON ORIGINAL ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY

FY 2004-05 Original Estimate

13. County Auditor Estimate	13,842,714
FY 2004-05 Planning and Administration Charges	
14. MTC Administration (0.5% of line 13)	69,214
15. County Administration (0.5% of line 13)	69,214
16. MTC Planning (3.0% of line 13)	415,281
17. Total Charges (Lines 14 + 15 + 16)	553,709
18. TDA Generations Less Charges (Line 13-17)	13,289,005
FY 2004-05 TDA Apportionment By Article	
19. TDA Article 3.0 (2.0% of line 18)	265,780
20. TDA Funds Remaining (Line 18-19)	13,023,225
21. TDA Article 4.5 (5.0% of line 20)	13,023,225
22. TDA Article 4/8 (Line 20-21)	

TDA APPORTIONMENT BY JURISDICTION					
Column	A	B	C	D	E
Apportionment Jurisdictions	6/30/2004 Balance (with interest)	FY 2004-05 Original Estimate	FY 2004-05 Paid & Encumbered	FY 2004-05 Article Transfer	FY 2004-05 Available for Allocation
Article 3	469,303	265,780	278,643		456,440
Article 4.5	469,303	265,780	278,643		456,440
SUBTOTAL					
Article 4/8					
Benicia		855,200	54,808		855,315
Dixon		510,591	304,191		543,954
Fairfield		3,240,591	1,947,982		4,164,550
Rio Vista		180,999	13,470		572,585
Suisun City		848,877	490,171		931,794
Vacaville		2,968,698	4,948,542		2,409,645
Vallejo		3,797,025	3,871,051		53,944
Solano County		621,245	42,829		600,411
SUBTOTAL		13,023,226	11,673,044		10,132,198
GRAND TOTAL		13,289,006	11,951,687		10,588,638

ATTACHMENT A

AGENCY	TDA Est from MTC 2/25/04	Available for Outstanding Allocation 1/31/04	Claims	Available for FY 04-05	Benicia Transit	Dixon Transit	F.S. Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit	Demand Response	Local Paratransit	Solano Paratransit	Route 20 Transit	Route 30 Transit	Route 40 Transit	Routes 85 90 and 91	Planning (5)	Transit Studies (6)	Transit Capital (8)	Streets & Roads (9)	Total	Balance
Benicia	855,200	1,699,224	805,438	893,786	780,000																		
Dixon	510,591	606,382	50,953	555,429							400,000							24,543				804,543	89,243
Fairfield	3,240,591	6,611,368	2,783,230	3,828,138								438,000		30,127	38,024			14,653		5,000	65,000	550,804	4,825
Rio Vista	180,999	583,238	10,230	573,008									187,358		38,024	140,000	133,000	93,002		1,764,328		3,628,138	200,000
Suisun City	848,677	2,383,322	1,463,184	920,138					100,000				9,927					5,194			450,000	585,121	7,885
Vacaville	2,988,698	5,422,080	205,023	5,217,057									47,168					24,392			150,000	848,877	71,281
Vallejo	3,787,025	3,747,080	0	3,747,080					1,054,000					180,811	38,024	180,000	138,000	85,199		318,000	750,000	3,218,034	1,989,023
Solano County	821,245	758,710	105,138	653,574						2,927,141			709,639					108,871				3,748,081	1,029
Other											5,000			28,497	15,000			17,829			480,000	638,911	16,663
Total	13,023,226	21,811,402	5,423,184	16,388,208	780,000	0	1,453,779	100,000	1,054,000	2,927,141	465,000	1,452,939	493,884	125,000	153,857	365,000	296,000	373,753	0	2,088,326	1,895,000	14,023,479	
NOTES:																							
(1) Claimed by FST for all agencies. Other is BAAQMD. ESTIMATE ONLY.																							
(2) Route 20 is claimed by FST for all agencies except Vacaville																							
(3) Route 40 is claimed by FST for all agencies except Vacaville																							
(4) Claimed by Vallejo Transit for all agencies except Vacaville.																							
(5) Claimed by STA for all agencies																							
(6) Taxi Service, etc																							
(7) Includes Vallejo Ferry Operations and Vallejo funds for operations of Routes 85, 90 and 91.																							
(8) Transit Capital purchases include bus purchases, maintenance facilities, etc.																							
(9) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.																							

Transit Revenue Sources **Existing, New, and Potential**

Passenger Fares:

To maintain eligibility for TDA funds, local transit operators must achieve a farebox recovery rate of 20% systemwide for fixed route service and 10% for Paratransit service. The farebox recovery rate is the revenue generated from passenger fares as a percentage of the total cost of revenue service. Several intercity bus, ferry, and rail services locally achieve a higher farebox recovery rate.

State Transit Assistance (STA)

STA funding is distributed through MTC by formula allocations. The revenue based formula funds may be used for transit and paratransit operating assistance, and regional transit coordination. The population based STA funds may be used for the same purpose as well as for capital projects.

Federal Transit Administration (FTA):

FTA offers a variety of funding used by local operators: 5307, 5309, 5310, and 5311 Urbanized areas (UZA) received 5307 funds based on population. For UZAs with over 200,000, the 5307 funds are distributed throughout the UZA; Benicia is in the Bay Area's UZA. In contrast, Vallejo is in a separate UZA along with other transit operators such as Napa. With populations of 50,000 – 200,000, Fairfield and Vacaville are in their own UZAs and the 5307 funds are distributed directly. These 5307 funds can be used for operating assistance at a specified ratio of federal to local funds.

FTA 5309 grants fall within three subcategories: new transit projects, fixed guideway modernizations, and bus/bus facilities. This funding source is very competitive and grants are in the form of congressional earmarks. Projects must be consistent with the local Transportation Improvement Plan (TIP) and the State Transportation Improvement Plan (STIP). These funds have been successfully secured for Baylink Ferry facilities.

FTA 5310 funds senior and disabled Paratransit services. These funds have been used to purchase Solano Paratransit vehicles. As rural transit operators, Dixon and Rio Vista qualify for 5311 funds for transit planning, operating, and capital. Both of these are annual competitive programs.

Surface Transportation Program (STP):

Funding from this program can be used for a broad range of capacity, operations, and mitigation related improvements. STP funds have typically been used for road widening, rehabilitation, planning, environmental enhancements, studies, and intelligent transportation systems. Transit capital is eligible and the majority of funding for the MTC Regional Transit Capital replacement program uses STP funds. However, discretionary STP funds available in the past to Bay Area counties are no longer available in T-2030.

Bridge Toll Programs: Five percent and Two percent:

Regional Measure 1 (RM1) allocated up to three percent of revenues from the then bridge toll increase for transportation projects that were designed to reduce vehicular traffic congestion over the state-owned bridges including bicycle facilities and planning, construction, operation, and acquisition of rapid water transit systems. State law later amended this to direct MTC to allocate an additional two percent of the revenues from RM 1 “solely for the planning, construction, operation, and acquisition of rapid water transit systems”. Subsequent agreements directed that three of the five percent funding go to ferry operations and the San Francisco Bay Trail and the remaining two percent revenue go to ferry capital improvements. The funds are divided into two groups: Southern and Northern Bridge Group. The Northern Bridge Group includes the Carquinez, Benicia-Martinez, Antioch, and Richmond-San Rafael Bridges. In Solano, Vallejo’s Baylink Ferry is the only eligible recipient of these funds. In FY04/05, \$1.5m of the Five Percent funds and \$558,353 were available for distribution to the Northern Bridge Group. The Baylink Ferry has been eligible for the five percent funds through FY04/05; after this fiscal year it must have achieved a 40% farebox recovery ratio (FRR) to maintain eligibility. If the Baylink Ferry, or other eligible entities (Alameda/Oakland, Harbor Bay ferries) do not achieve the 40% FRR, then the funds could be diverted to ferry or bus operations that do meet this performance standard and reduce vehicular congestion on one of the bridge group corridors. However, at least 40% of the Five Percent funds must be directed toward ferry operators or capital.

Regional Transportation Improvement Plan (RTIP)

MTC administers these funds regionally. They can be used for a wide variety of purposes ranging from road rehabilitation, rail extensions and grade separations, intermodal freight facilities, freeway interchanges and the construction of carpool lanes. In Solano, they have been used to help fund the Vallejo Station and Intermodal rail stations (Fairfield/Vacaville, Benicia, and Dixon). Over \$100 million have been allocated annually in the Bay Area and Solano historically secures \$10 million per year.

Interregional Transportation Improvement Program (ITIP):

ITIP funds may be used to fund interregional road or rail expansion and intercity rail. This funding source has been used to fund Capitol Corridor improvements, but is not expected to be a funding source in the future.

Discretionary Ferry Fund (Section 1207):

The Ferry Board Discretionary Program (FBD) provides special funds for construction of ferry boards and ferry terminal facilities. This funding source was included in TEA-21 and may or may not continue with the new federal reauthorization. Some of these funds were secured for the purchase of the third Baylink ferry board and dock improvements.

Congestion Management Air Quality (CMAQ):

Projects for these funds must be consistent with the air quality implementation plan prepared by the region's air quality management district in accordance with the Clean Air Act. Solano is split into two air districts. CMAQ funds for the western part of the county are administered by the MTC. Vallejo transit facilities have received CMAQ funds.

Eastern Solano agencies are eligible for Eastern Solano CMAQ funds. These funds used to be administered directly from MTC through an agreement with the Sacramento Area Council of Government (SACOG) who was the federal recipient. In FY03/04, Eastern CMAQ funds were used to fund the Dixon Intermodal station and other Eastern Solano agency projects. Each year, STA will work with MTC to program approximately \$1.2 million Eastern CMAQ funds.

Air District Grants:

Solano County is split by air districts. The Bay Area Air Quality Management District (BAAQMD) covers the Vallejo, Benicia, Fairfield, Suisun City and western unincorporated areas of the County. The Yolo Solano Air Quality Management District (YSAQMD) covers the Vacaville, Dixon, Rio Vista and eastern unincorporated areas of the County. Each air district has annual competitive grants programs to distribute vehicle registration fees collected. Projects must show air quality emissions savings. Transit projects have received some funding but air districts' eligibility criteria have made it increasingly difficult for transit projects to qualify. This has been a very minor source of funding and expected to remain so, at best, in the future.

Advertising:

Bus interior and exterior space has been used for advertising by some local operators. Bus shelters, benches and facilities can also be used for advertising. Although not all transit operators can accommodate all forms of advertising, there are opportunities to increase this revenue source. Greater advertising efforts by the Baylink Ferry have been thwarted by San Francisco local ordinances.

New Revenue Sources:

RM2:

One new source of fund for some of intercity transit services is the recently passed Regional Measure 2 (RM2). This will provide funds for Vallejo Transit's intercity services crossing the Carquinez Bridge, Vallejo's Baylink Ferry, Fairfield-Suisun Transit's Rt. 40 service that crosses the Benicia Bridge as well as several intermodal facilities and rail improvements.

• Baylink Ferry operating:	\$ 2.7 m/yr
• Baylink Ferry station:	\$28.0 m
• Express Bus (I-80):	\$ 0.85 m - \$1.8m/yr
• Express Bus (I-680):	\$ 0.12 m - \$1.7m/yr
• Benicia Intermodal:	\$ 3.0 m
• CCPTA Track Improvemnts:	\$ 7.75m
• FF/VV Rail Stn and Track:	\$17.25m
• <u>Regional Express Bus¹</u>	<u>\$16.0 m</u>
TOTAL.....	\$72.00m capital
	\$ 6.67m/yr – 6.2m/yr operating

Revenue for operating cannot exceed 38% of the total revenue. RM2 Funding for Transit Support Facilities included in CTP Alternative Modes Element, but not in Transit Element and funding shortfall.

* Curtola PNR (Vjo):	\$ 6.0 m
* Fairfield Transportation Center:	\$ 5.5 m
* Vacaville Intermodal Ctr:	\$ 9.0 m

RM2 also directed that a Transit Connectivity study be conducted. This study would focus on transfer facilities and consistency issues among transit operators including transit facility information. If a facility is identified as a key facility in the study (to be completed in 2005) it would be eligible for funding for implementation.

JARC/LIFT:

Another new source of funding for transit is the Metropolitan Transportation Commission's (MTC) Low Income Flexible Transportation (LIFT) funding. LIFT funding is distributed through a regionally competitive process. There have been three cycles of LIFT grant funds in the past five years. Approximately \$2-\$3 million dollars have been made available throughout the Bay Area for projects that may span 2-3 years. Projects have to address the transit needs of the low-income population as identified through a County Welfare to Work Plan or city Community Based Transportation Plan. The amounts awarded to any one project has been limited to \$400,000 for the entire three year funding cycle. Solano has a County Welfare to Work Plan and the City of Dixon has

¹ \$4m is committed and \$12m is being requested from this \$16m competitive funding source for North Bay transit operators.

a Community Based Transportation Plan (CBTP). Cordelia and Vallejo are the other two cities in Solano that have been allocated MTC funding to prepare CBTPs.

Regional Transportation for Livable Communities (TLC)/Housing Improvement Program (HIP):

MTC has reserved \$27 million annually in STA, CMAQ, and TE funds for this program for a total of \$54 million in the Second Cycle. Due to the shortfall in STIP funds, only \$36 million will be programmed in the Second Cycle with the balance deferred to the Third Cycle. Nine of these \$36m will be directed to County TLC programs. Projects that enhance community vitality through bicycle, pedestrian, transit and other related methods are eligible. Depending upon their location and design, transit facilities may be eligible. In the recent allocation of TLC funds, the only Solano project to receive TLC funding was the Sereno Transit Center which is not a project in the CTP's Transit Element or part of the transit funding shortfall.

Potential New Revenue

TDA – 100% Transit

As five jurisdictions in Solano do not use 100% of their TDA funds for transit, there is potential for an increase in TDA funds to be used for transit. This would divert existing TDA funds from streets and roads purposes. Solano County is the only Bay Area County that continues to use TDA funds for streets and roads. As a result every year MTC must conduct an Unmet Transit Needs Hearing to determine that no unreasonable transit needs are not being met. To date, the STA and the local transit operators have been able to successfully respond to issues raised through this process thus allowing local jurisdictions to utilized TDA funds for streets and roads purposes. As Solano develops, this is likely to become increasingly difficult. However, with the diversion of funds from Proposition 42 that were expected for streets and roads purposes, the need for TDA funds for this purpose continues and no great shift of TDA funds to transit is projected in the near-term. In FY04/05, the countywide combined TDA funds to be allocated for streets and roads purposes is projected to be \$1.895 million.

Sales Tax

The recently proposed Measure A included a sizable amount of transit funding over the next 30 years. It would have nearly funded the senior and disabled transit plan and provided significant funding for intercity transit services. With these infusions of revenue into paratransit and intercity services, it would have relieved the demand for TDA revenue which could have in turn applied to more local transit service. With the defeat of Measure A, no new local revenue will be generated.

Redevelopment Fees, Developer Impact Fees, Assessment District:

Redevelopment fees could be utilized if a project, such as a transit center, is incorporated into a redevelopment project. Vallejo has used this strategy for their ferry intermodal station located in waterfront redevelopment area. A countywide, or local, development fee could be created and applied as new projects are approved if appropriate; at the project level a nexus would need to be shown. An Assessment District could created to

provide a reliable source of funding and distribute the cost to both existing and new residents and/or businesses.

2004 STA Population Base Ending Balance

FY 2004-05 AVAILABLE NET ASSETS
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)

Column		A	B	C	D	E
		6/30/2004 Balance (with interest)	FY 2004-05 Revenue Estimate	FY 2004-05 Paid & Encumbered	FY 2004-05 Article Transfer	6/30/2005 Available for Allocation
Apportionment Jurisdictions						
Northern Counties						
Marin			363,038	358,761		4,277
Napa			188,184	199,656		(2,191)
Solano (less Vallejo)			423,073	540,461		193,829
Sonoma			685,187	536,314		183,152
SUBTOTAL			1,659,482	1,635,192	-	379,066
Small Operators						
CCCTA Service Area			698,940	742,287		(8,189)
ECCTA Service Area			374,704	386,578		370,427
LAVTA Service Area			263,277	279,267		(3,037)
Union City Service Area			101,929	173,619		(1,201)
WCCTA Service Area			92,623	98,986		(1,201)
Vallejo Service Area			174,115	212,200		11,013
SUBTOTAL			1,705,588	1,892,937	-	367,812
Regional Paratransit						
Alameda			818,310	850,696		29,501
Contra Costa			422,884	518,890		1
Marin			94,476	94,477		4,651
Napa			61,697	61,697		-
San Francisco			646,078	-		646,078
San Mateo			357,735	496,177		-
Santa Clara			741,189	741,188		1
Solano			175,997	107,999		93,746
Sonoma			195,677	140,435		70,917
SUBTOTAL			3,514,043	3,011,559	-	844,895
Regional Express Bus Program						
Balance for MTC Regional Coordination Program ¹			4,657,052	2,520,875	-	745,215
GRAND TOTAL			11,536,165	9,196,072	-	19,259,981

¹ The FY2004-05 STA Fund Estimate is based on \$100.4 million statewide as proposed in the Governor's FY2004-05 budget.

2004 STA Revenue Base Ending Balance

FY 2004-05 AVAILABLE NET ASSETS STATE TRANSIT ASSISTANCE REVENUE-BASED FUNDS (PUC 99314)						
Column	A	B	C	D	E	
	6/30/2004	FY 2004-05	FY 2004-05	FY2004-05	6/30/2005	
Apportionment Jurisdictions	Balance (with interest)	Revenue Estimate	Paid & Encumbered	Article Transfer	Available for Allocation	
ACCM-A-ACE	2,224,000	70,546	0		295,538	
VTA-ACE	1,621,867	95,198	249,172		8,923	
City of Union City	18,309	15,042	10,809		12,542	
Livermore-Amador Valley Transit Authority	17,547	52,828	96,778		3,597	
Central Contra Costa Transit Authority	25,700	201,698	194,902		32,496	
Eastern Contra Costa Transit Authority	57,621	90,063	96,006		51,678	
Western Contra Costa Transit Authority	50,369	60,162	127,479		(16,948)	
City of Yountville	0	-	0		0	
City of Napa	16,004	16,004	0		16,004	
NCTPA	10,984	-	19,846		(8,862)	
Golden Gate Bridge Highway & Transit District	184,810	1,557,181	1,740,713		1,278	
Peninsula Corridor Joint Powers Board	3,346,667	1,486,486	3,928,455		904,698	
San Mateo County Transit District	653,925	1,434,102	1,190,270		897,755	
Santa Clara Valley Transportation Authority	1,537,377	4,859,366	6,546,274		(149,531)	
City of Benicia	23,245	5,293	0		28,534	
City of Dixon	8,616	1,214	0		9,830	
City of Fairfield	192,909	15,753	0		208,662	
City of Vallejo	2,060	175,337	161,074		16,323	
County of Sonoma	11,074	35,347	36,380		44	
City of Cloverdale	0	-	0		0	
City of Healdsburg	433	369	0		802	
City of Petaluma	2,645	-	2,520		123	
City of Rio Vista	797	-	0		797	
City of Santa Rosa	0	31,073	0		31,073	
City of Sebastopol	0	-	0		0	
City of Sonoma	0	-	0		0	
Unprogrammed	10	-	0		0	
SUBTOTAL	6,542,973	10,203,062	14,400,678	0	2,345,357	



DATE: November 22, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Wrap up of Results of Measure A

Background:

On June 28th, the Solano Transportation Improvement Authority (STIA) Board approved the "Traffic Relief Plan for Solano County" by a 7 to 1 vote and unanimously voted to approve its distribution to the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and to the Solano County Board of Supervisors for their approval.

Subsequently, the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Solano County Board of Supervisors, approved the "Traffic Relief Plan for Solano County." On July 28, 2004, the STIA Board confirmed the Plan's adoption and adopted the sales tax ordinance for Measure A. On August 3, 2004, the Solano County Board of Supervisors voted to place the ordinance on the ballot for the November 2, 2004 election.

If approved by 66.67% of Solano County voters, Measure A would have raised an estimated \$1.4 billion over the next 30 years to fund a short list of critical transportation improvements and programs.

Discussion:

On November 2, 2004, a large turnout of Solano County voters cast their vote in the general election that featured the Presidential election on the national level and numerous propositions and state elections at the state level. A total of 150,044 (76.58 %) Solano County voters cast their vote with 141,060 (72 %) opting to vote on Measure A. Based on the results available from the Solano County Registrar of Voters, Measure A received 90,115 yes votes (63.89%) and 50,945 no votes (36.12 %), just short (3,925 votes) of the necessary 2/3 vote for passage.

This marks the second time that Solano County has failed to achieve the required 2/3 vote for passage of a local transportation sales tax. In 2002, Measure E received 50,914 (60%) yes votes and 33,828 (39.9%) no votes.

On December 8, 2004, the STIA Board will be provided with a summary wrap up of the election results by D.J. Smith, Smith & Watts, the consultant that helped guide the development of the "Traffic Relief Plan for Solano County." At the meeting, staff will be seeking direction from the STIA Board regarding next steps in pursuit of a local funding

source to help alleviate the estimated \$3 billion transportation funding shortfall projected over the next 25 years.

On behalf of the STA Board and staff, I wish to thank all of the members of the STA TAC and Consortium for assisting the STA staff in development of the projects contained in the expenditure plan and for working with their elected boards to ensure that Solano County voters had the opportunity to vote on Measure A.

Recommendation:
Informational.



DATE: November 10, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Final Update - Needs Assessments for Transit Element of Solano Comprehensive Transportation Plan Update

Background:

The update of the Solano Comprehensive Transportation Plan (CTP) continues to move forward. In Fall 2003, updated needs assessments were submitted by member jurisdictions for incorporation into the updated CTP. In spring of 2004, presentations on the CTP Update were made to each of the City Councils and Board of Supervisors. The following is a list of tasks completed to date.

1. On June 9, 2004, the Solano County Senior and Disabled Transit Study was completed and adopted by the STA Board.
2. On July 14, 2004, the I-80/680/780 Transit Corridor Study was completed and adopted by the STA Board.
3. On September 8, 2004, the Dixon Community Based Transportation Plan was completed and adopted by the STA Board.
4. The new Rio Vista Transit Study was also completed in Fall 2004.
5. The Napa Solano Passenger Rail and Contra Costa-Solano rail studies were completed in 2003.
6. The Oakland to Sacramento (Auburn) Regional Rail Study continues to move towards completion in early 2005. The data, findings and recommendations from each of these studies are being incorporated into the updated CTP Transit Element.

On September 29, 2004, the STA's Transit Committee was sent a copy of the Preliminary Draft of the Updated Transit Element of the CTP dated October 2004 (see Attachment A). The Transit Committee is expected to meet one more time (tentatively set for Monday January 31, 2005) to review and make a recommendation to the STA Board on the final updated Transit Element of the CTP.

Discussion:

In Fall of 2003, each of the STA member agencies provided STA with a list of various transit needs. Those needs are included on page 35 of the October 2004 Draft Transit Element. Since it has been about a year since those needs were compiled, and because of all the various countywide and local transit studies listed above have now been

completed, STA staff would like to give the Transit Consortium members one final opportunity to review and revise the list of transit needs for their jurisdiction.

Based on the needs listed in the Transit Element as well as the other CTP elements (i.e. Arterials, Highways and Freeways and Alternative Modes), STA plans to seek federal, state, regional and local funding to implement many of these projects over the next 25 years. It is assumed that this list will serve at least through the next funding cycles expected over the next 3 years. This list of needs also assists STA in providing input on MTC's Regional Transportation Plan and helps provide the basis for various transit studies currently in process or planned over the next year or two (i.e. SR 12 Transit Corridor Study, Transit Consolidation Study and MTC's Transit Connectivity Study).

STA staff requests that each member agency review the attached Preliminary Draft Transit Element dated October 2004 and submit any final suggested revisions no later than the next Transit Consortium meeting scheduled for **December 22, 2004**.

Recommendation:
Informational.

Attachments:

- A. Preliminary Draft CTP Transit Element Update dated October 2004

INTERCITY TRANSIT ELEMENT

EXECUTIVE SUMMARY

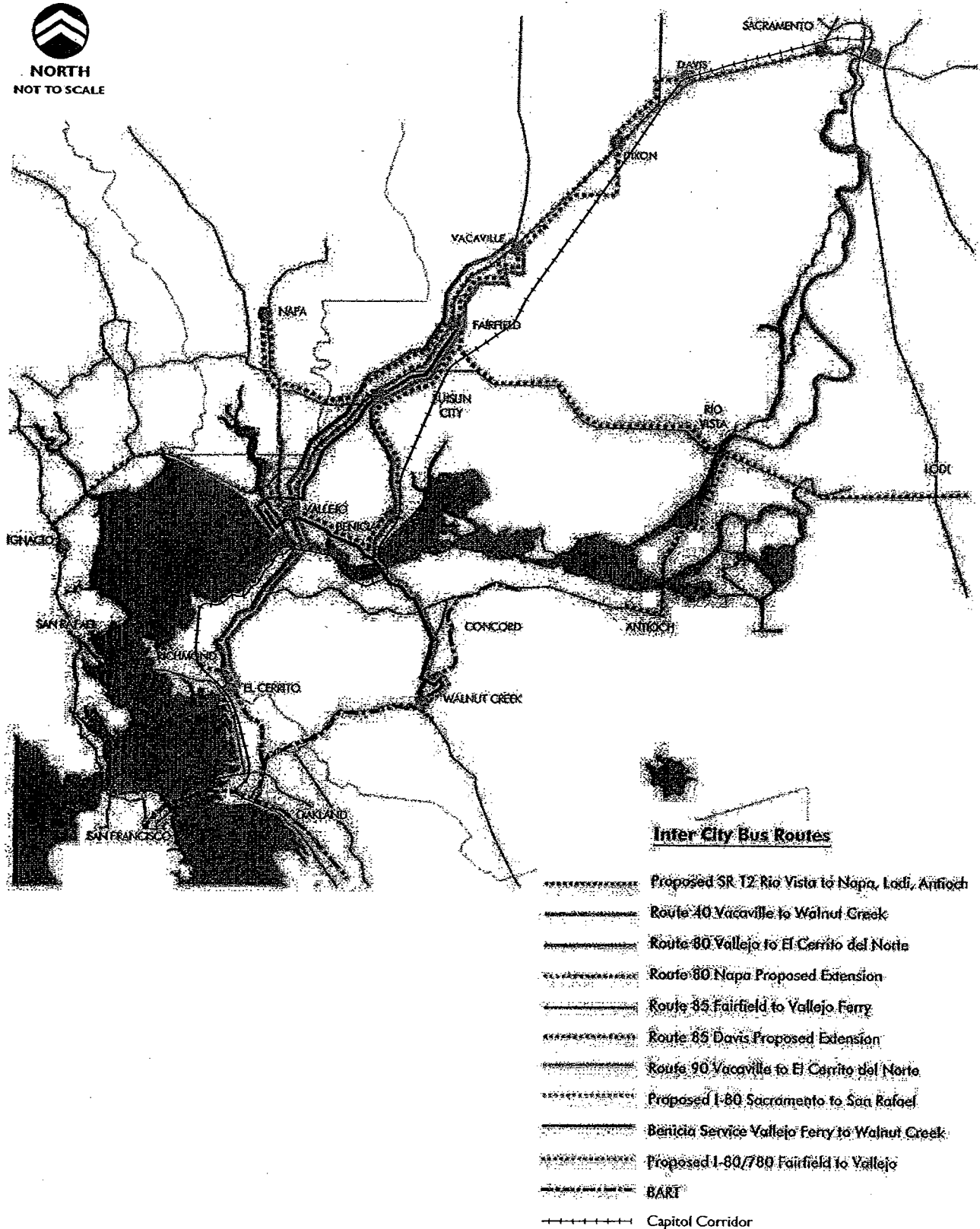
The Intercity Transit Plan proposes to increase by approximately 50 percent the proportion of transit trips by 2030 assuming there is adequate funding. It does this by expanding the coverage of service, increasing frequencies, improving the quality of service and enhancing access to the service. Core elements of the plan include 15 minute frequency peak hour ferry service to San Francisco, hourly Capitol Corridor passenger rail service and half hour peak commuter service with more Solano County stations to improve access and increasing intercity bus services by threefold. New Sunday service is proposed on at least three key intercity bus routes. Improvement to the intercity transit services will need to be coordinated with improvements to local bus, pedestrian, bicycle and automobile access (park and ride). Improvements to the freeway and highway [SIS]system need to consider opportunities to improve access. These improvements are proposed to increase daily ridership of intercity transit services from 6,060 today to approximately 15,000 by Year 2030.

The Intercity Transit Element of the Solano Comprehensive Transportation Plan consists of five components:

- Intercity Bus
- Intercity Passenger Rail
- Ferry Services
- Intercity Transit Service for Senior and Disabled (Paratransit)
- Support Systems

PURPOSE AND NEED

Intercity transit services enhance travel mobility to/from and within Solano County as well as providing increased transportation capacity. The population of Solano County is projected to increase 46 percent between 2000 and 2030. This suggests a corresponding increase in the number of intercity commute and other travel. By 2030, ABAG is projecting an increase of 31,000 additional residents



commuting to jobs outside of the county adding pressure on already congested roadways. Accounting for absentees etc., the daily number of commute trips is projected to increase by 50,000 person trips an increase in total jobs in Solano County total in Solano County from 123,210 in 2000 to 204,210 jobs by 2030. However, by 2030, the number of employed workers is also expected to increase from 179,517 to 305,500 adding increased pressure on already congested roads. Without added investment in intercity transit services, regional roadways will become increasingly congested thereby adversely impacting the quality of life in Solano County and also its economic vitality. Solano County's location midway between the Bay Area and Sacramento provides special opportunities to share transportation costs with neighboring counties.

INTERCITY BUS TRANSIT PLAN

~~Nine~~ ~~Eight~~ ~~Nine~~ public intercity bus routes [SJS2] are presently operated by Solano County transit agencies. One route (Route 20) connects Fairfield- Vacaville, another (Route 30) connects to Davis and Sacramento, ~~three~~ ~~two~~ routes (Routes 40 and Benicia Route 1) connect to the Pleasant Hill BART Station, ~~one~~ ~~two~~ routes (Route 85 and Benicia Route 1) connects to the Vallejo Ferry Terminal and three routes (Routes 80, 90 & 91) connect to the El Cerrito del Norte BART Station. Public intercity bus connections to Napa from Vallejo are provided by VINE Transit and YoloBus provides connections to Winters and Davis from Vacaville. No Sunday service is currently provided on these lines.

The recommended intercity bus service plan represents a financially unconstrained vision or blueprint for service. Three intermediate levels of service or phases were defined reflecting a range of possible funding resources. Implementation of the service vision would involve expanded public discussion and input to refine its elements.

LEVELS OF SERVICE

Level	New Annual Funding	Source
1	\$500,000	All local TDA used for transit
2	\$1 million + TDA and growth	Sales tax and all TDA
3	\$2 million + TDA and growth	Sales tax and all TDA
4	Unconstrained "vision"	Sales tax, RM2 bridge tolls, TDA, etc.

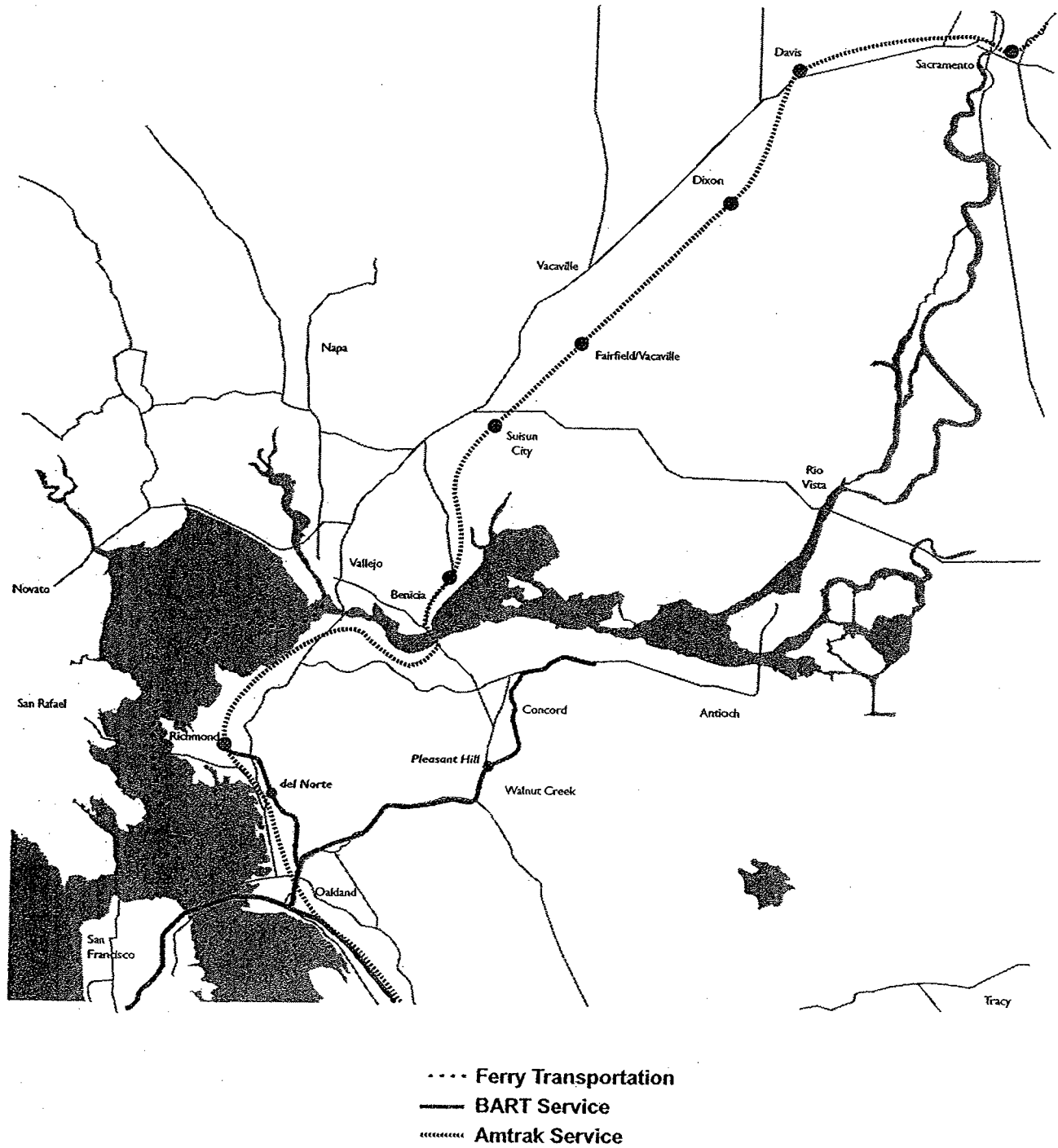
Based on the recently completed I-80/I-680/I-780 Transit Corridor Study, Net increased capital costs (using current fleet as baseline) associated solely with bus fleet and bus storage and maintenance facilities would range from a low of \$16.3 million for Phase 1 service levels to \$59.7-\$70 million for the Vision service levels over a 2025 year period. These costs are based on \$400,000 each for intercity bus coaches and an allowance of \$100,000 per bus for supporting storage and maintenance facility improvements. Fleet costs are based on a 13-year useful life for buses, which translates into a full replacement 1.5- or nearly two times over a 20-year 250-year funding period. Recognizing that the full implementation of the different service improvement levels would not likely occur at the outset of the 20-year 25-year planning program a factor of 0.8 was applied to the net increased service level to estimate bus fleet purchases. As some of the proposed intercity bus services link with neighboring counties, it is logical to consider that Napa, Contra Costa, San Joaquin, Yolo/Sacramento and Marin/Sonoma counties might partner in funding these services.

INTERCITY PASSENGER RAIL PLAN

One of the principal passenger rail recommendations for the Intercity Transit Element is the active support of Capitol Corridor service upgrades along with improved access for Solano County.

The 10-year Vision Plan of the Capitol Corridor Joint Powers Authority (CCJPA) proposes to expand intercity regional service to sixteen trains daily in both directions of travel by 2008 by 2010, subject to availability of additional state funding. The 16-train frequency would result in almost hourly service. An early objective was achieved in 2002-03 would be to add a morning train that would get Solano County commuters to Sacramento before 8:35-8:00 AM (the current first train now arrives in Sacramento at 7:35 AM).

In addition to more trains, reduced travel times and improved reliability are important service improvements. These are amongst the overall objectives and policy actions, which were defined for intercity transit services. The CCJPA has identified a number of improvements to reduce travel times and to improve schedule reliability. These improvements in and near Solano County include:



Immediate Projects

- Addition/replacement of a second track for the Yolo Causeway, (under construction and expected for completion completed and opened to service in January 2004).
- Upgrade the Bahia Viaduct and industrial siding track (Benicia)
- Addition of a third track in Dixon

Near-term Period

- ☐ Addition of a third track in Suisun
- Extend and rehabilitate Tolenas lead track

Vision/Long-term Period

- Suisun Bay Bridge Replacement

Potential to increase Solano County ridership of Capitol Corridor stations is closely related to convenience of access. New stations at Fairfield/Vacaville, Benicia and Dixon all look promising. CCJPA policy is to incrementally add stations to the corridor in order to balance improved passenger access with running speeds. Analysis of Solano County station location ~~opportunities~~ opportunities indicated that the Fairfield/Vacaville site located at Peabody Road offered good potential for patronage ~~and and for quick implementation was implementable quickly.~~ This station is being advanced first towards implementation. The Benicia site near Lake Herman Road also looked promising, but alternative sites are being considered and will require more time to implement. The Dixon site appeared to lend itself most to commuter rail patronage oriented towards Sacramento. All three of these sites are included in the Solano Comprehensive Transportation Plan.

Passenger rail service has advanced significantly in the past twenty-year period and has the promise to expand to serve new markets important to Solano County. The Solano Transportation Authority and other partnering counties and transit agencies County has recently completed commuter rail studies that explored opportunities to add viable passenger rail services to its intercity transit network. These ~~four~~ opportunities include:

- I-80 commuter service from Solano County to Oakland/Richmond BART and Sacramento
- Dixon/Vacaville to Sacramento/Placer County service

- Napa/Calistoga to Vallejo and Suisun City-Fairfield service
- ☐ service to Napa
- Napa to Suisun City service
- ☐ Dixon/Vacaville to Sacramento/Placer County service
- ☐ I-80 commuter service to Oakland/Richmond BART

Ongoing follow-up work is currently underway for the proposed Oakland/Richmond/Solano County to Sacramento/Placer Regional Rail service. With the passage of Regional Measure 2 and the potential for a transportation sales tax measure, the initial phase of a commuter rail service could commence in Solano County as soon as 2007-10.

FERRY TRANSIT PLAN

The City of Vallejo sponsors "Vallejo Baylink" fast ferry service between the downtown Vallejo waterfront and San Francisco. Currently, the Baylink fleet consists of three-four boats[SJS3], twothree of which are will be in daily operation by spring 2005. The third-fourth vessel will functions as a spare to protect Baylink schedule reliability, to be rotated into regular service to ensure a timely repair and preventative maintenance schedule, and to provide service during unscheduled maintenance and other emergencies. Funding is in place to purchase a fourth vessel, which would operate as a third boat in regular daily service beginning in mid-2004[SS4]. Vallejo's Short Range Transit Plan and this Intercity Transit Element proposespropose the purchase of a fifth vessel, placed in service by 2007 or 2008.

Other ferry capital improvement needs includes: approximately \$67: \$3619 million to complete the \$520 million Vallejo Station intermodal facility at the Vallejo Ferry Terminal, including a 1,4001,200-space parking structure, amenity upgrades, an off-street bus transfer facility, and other terminal improvements; and \$3 million to complete the Baylink's maintenance facility on Mare Island. This will include sufficient overnight mooring slips, fuel storage, upgradedand upgraded maintenance. Regional Measure 2 includes \$2.7 million of annual subsidy for the Baylink ferry service.

Based on 2002 costs, Baylink's operating expenses are projected to average \$30,000 per typical weekday (current dollars) for four boats

in regular daily service, plus one spare. This calculation projects 20 round trip sailings per day, and an average operating expense of \$750 per vessel revenue hour. If ~~we were~~Vallejo was able to maintain Baylink's FY 2000-01 farebox recovery of 72%, a daily operating subsidy of about \$8,000 would be needed, therefore, about \$3.0-\$3.5 million in annual subsidies would be required for a five boat scenario. The required subsidy could be higher if fuel prices escalate, other costs increases, or if fare ratios of 72% cannot be maintained.

Due to the fact that Solano County has three unrestricted right-of-ways to San Francisco and the Central Bay Area including rail, water, I-80 HOV, Solano should take advantage of all three. In particular, a strategy of adding buses to supplement San Francisco-Vallejo ferries should be followed, particularly once four boats are in regular daily service. Adding buses rather than more ferryboats is far more cost-effective in terms of both capital and operating costs once the ~~four~~boatfour-boat threshold has been reached. Buses can provide the added flexibility and capacity particularly needed during "the peak of the peak" between 6:00 a.m - 8:00 a.m. and 4:00 p.m. - 6:00 p.m. Additional buses can be added easily and cost-effectively if demand warrants. Vallejo currently uses buses to supplement Baylink ferries during peak times, and also to provide service at times when demand does not warrant a ferryboat.

VALLEJO BAYLINK CAPITAL NEEDS 2005-2010

Vessels	\$ 1202 ,000,000
Maintenance Facility Upgrades	\$3,000,000
Vallejo Station Intermodal Facility	\$ 764 5,000,000
<u>TOTAL</u>	<u>\$7821,000,000</u>

INTERCITY TRANSIT SERVICE FOR SENIOR AND DISABLED (PARATRANSIT)

Intercity paratransit services would be expanded in parallel with fixed route services. Efforts would be made to shift passengers able to use the fixed route services onto these more efficient services, in order to better serve the needs of those passengers unable to use the fully accessible fixed route services. The Solano Transportation Authority's "Senior and Disabled Transit Study for Solano County^[SS5]," is completed and approved, proposes a wide array of short, medium, and long term projects such as same-day medical paratransit, service consolidation, and Rio Vista to BART paratransit service, respectively.

INTERCITY TRANSIT SERVICE SUPPORT SYSTEM PLAN

Access to intercity transit service will be important to successfully attracting patronage and enhancing travel mobility in the county. Presently there are ten about fifteen existing ^[SS6] formal park-and-ride lots in the county, one train station and one ferry terminal along with several transit centers and informal park-and-ride lots.

The I-80/I-680/I-780 Transit Corridor Study and the State Route 12 Major Investment Study Intercity Transit Plan proposes to expand six park-and-ride lots and to add eight new park-and-ride lots along the I-80 Corridor, two in the I-680 Corridor, three one in the I-780 Corridor and two in the Highway 12 Corridor by 2030. Major expansions are proposed for the Vallejo Ferry Terminal, and the Curtola park-and-ride lot, and the Fairfield Transportation Center. Aside from the investment in the Vallejo Terminal project, which has already been identified, approximately \$5526 million is estimated to be required to fund these improvements. Costs associated with improved pedestrian and bus access to interchanges is assumed to be included in overall freeway interchange improvement costs.

NEXT STEPS

Key to implementing elements of the intercity transit plan is obtaining the necessary funding required to cover operating deficits and to purchase buses, boats and trains and provide supporting infrastructure. The most logical sources for this funding are added Bridge Toll revenues and local "self help" sales tax revenues. Thus, in addition to its ongoing efforts to attract federal and state funding for transportation improvements, Solano County needs to explore

revenue potentials from bridge tolls and a local sales tax. Public support will be essential to gain these new revenue sources.

To support these funding requirements, ~~five important follow-up studies have been initiated by Solano County decision-makers~~ Solano County decision-makers have initiated recently completed or are currently conducting five the important following important -uping studies. These studies [SJS7]are:

- I-80/680/780 Transit Corridor Study Implementation - This study reviewed the express bus capital and operating needs along the I-80/680/780 corridors. It recommends various short, medium and improvements to the current system and a long range Vision Plan for park and ride facilities, increased express bus services and expanded maintenance facilities. Completed in 2003-04, the implementation of this study will help to program Regional Measure 2 funds as well as prioritize funds from a local transportation sales tax measure. [SJS8] ~~The STA initiated has completed an I-80/680/780 Transit Corridor Study, which reviewed the intercity bus service levels recommended in this plan and then developed a capital program for a successful intercity express bus system, serving internal Solano County trips and connections to ferries, BART and the Sacramento metropolitan area. The purpose of this plan would be was to develop conceptual facilities designs and cost estimates for HOV lanes, on-line stations, park and ride facilities, and maintenance yards. This Study will also be used to help prioritize projects for the proposed Regional Measure 2 and /or a local transportation sales tax measure.~~
- Napa-Solano Rail Study - This report documented significant travel between Napa and Solano Counties. There is an existing rail corridor that connects the two major centers, and a rail study would determine potential patronage, revenues, costs and subsidy levels for such a service. The STA, the Napa County Transportation Planning Agency (NCTPA) and MTC have joined together to fund and manage such a study. This Study was completed in 2003 and follow-up work to this study is expected in the future, beginning with the SR 12 Transit Corridor Study.
- Auburn to Dixon Commuter Rail Study - As noted in this plan, the Sacramento commute-shed extends well into Solano County. Placer County has in the past expressed interest in working with other counties to explore the potential of passenger rail services operating between

Auburn and Dixon or even Fairfield/Vacaville. As with the Napa Study, potential patronage, revenues, costs and subsidy levels for such a service would be explored. The Phase 1 work for this Study was completed in 2003-04. Phase 2 will be completed as part of the Oakland-Sacramento Regional Rail study during 2004-05.

- Oakland to Sacramento Regional Rail Study (formerly Solano to BART Commuter Rail Study (sBART) – A substantial demand for peak period commute travel exists and this demand is projected to increase in coming years. Commuter trains are a high capacity alternative commute mode, totally segregated from highway congestion problems. The potential for augmenting Capitol Corridor peak commute period capacity, providing a linkage to Richmond BART, Oakland and perhaps even San Jose should be investigated. This Study was completed in the summer of 2003– as part of the Contra Costa-Solano Rail Feasibility Study, completed in the summer of 2003 and continues to be investigated as part of the Oakland - Sacramento Regional Rail Study to be completed in 2005.
- Senior and Disabled (Paratransit) Transit Study [SJS9]– With input from the Paratransit Coordinating Council, transit operators and members of the public, the STA developed a phased short and long term feasibility study to substantially increase service to the senior and disabled by approximately three fold over the next 250 years.
- Local Transit Studies – Local transit studies for the Benicia, Fairfield-Suisun, Rio Vista and Vallejo transit systems are either currently underway or are expected too be completed by 2005. These studies will identify critical short term transit needs for each of these communities and will be important input for providing enhanced countywide or subarea services.
- SR 12 Transit Corridor Study – This study was authorized by the STA Board in the fall 2004 with participation by the SolanoLinks Transit Consortium and the Napa County Transportation Planning Agency. It will examine and update the demand for intercity bus service between Rio Vista-Suisun City-Fairfield-Napa and identify a proposed schedule, phasing plan, institutional arrangements and potential funding plan to implement the service. The study will be completed in 2005.

- Transit Consolidation and Institutional Feasibility Study – This study will identify various institutional, financial and organizational options for improving and expanding express and intercity transit services throughout Solano County and into adjoining counties and regions. The success of this study will require the full participation of all Solano transit operators and communities.

In addition to these broad planning and studies, a number of project planning and design studies need to be initiated to advance major projects like the Curtola park-and-ride expansion.

The Transit Consolidation and Institutional Feasibility Study is planned to begin in 2005 after the completion of the of the other local and regional transit other studies, listed above, are completed for 2004-2005. The growth of Solano County transit operations may be exceeding the ability of the current institutional structures to provide quality service within an appropriate policy and financial framework. A Transit Consolidation and Institutional Feasibility Study would provide the opportunity for Solano County policymakers to discuss and recommend the overall strategic direction and structure of transit services for the next decade future.

INTRODUCTION

Vallejo Transit, Fairfield-Suisun Transit and Benicia Transit presently operate all of the intercity public bus services in the county. Collectively these intercity services are referred to and marketed as SolanoLinks. The focus of the Intercity Transit Element is on these intercity SolanoLinks bus services along with the ferry, passenger rail and intercity paratransit services for Solano County. Local transit services are each addressed by separate individual locally based planning efforts.

The Intercity Transit Element Report begins with a Statement of Goals and Objectives along with descriptions of: Forecast Market Demands for intercity transit services; the Current Institutional Framework; and Key Planning Issues. Bus, rail, ferry, and senior/disabled transit service modes are then described in Chapters 2, 3, 4 and 5 respectively. Chapter 6 describes the infrastructure elements needed to support the Service Plan.

PLAN OVERVIEW

The recommended plan represents a “vision” or “blueprint” for intercity transit services in 2030~~25~~. The Plan is not financially constrained. The proposed implementation strategy, however, is closely linked to the availability of funding resources required to support provision of intercity transit services. Three implementation phases linked to short term funding resource levels (i.e. next 5 years) for operating subsidies are described for illustrative purposes:

- Full utilization of all current local transit funding resources
- An increment of one million dollars annually in new operating revenues
- An increment of two million dollars annually in new operating revenues

The long term unconstrained Vision Plan would the full resources made available from Regional Measure 2 and a local transportation sales tax measure. With these two additional funding sources, the Vision Plan can most likely be achieved.

The Plan utilizes the high capacity strengths of ferry and rail modes where possible and uses the flexibility of lower capacity buses to feed these high capacity modes and to serve travel demands not

located along rail and ferry corridors. Baylink ferries have capacity to serve 300~~25~~ passengers per boat trip and Capitol Corridor trains can serve up to 600 passengers per train. Standard 40 foot long buses have capacity to serve about 45 or more seated passengers.

GOALS AND OBJECTIVES

One stated goal of the Solano Comprehensive Transportation Plan, specifically for intercity public transit is:

Develop a Comprehensive Transit System for Buses, Rail and Ferries to Meet Future Demand

Five objectives have been defined for this transit goal:

- **Objective A - Convenient Public Transit**~~Provide intercity public transit services with convenient access to developed areas of the county~~
- **Objective B - New Service**~~Provide improved and new services to maximize usage and minimize traffic congestion~~
- **Objective C - Efficient Transit**~~Provide efficient intercity transit services to maximize ridership and cost effectiveness~~
- **Objective D - Multi-modal system**~~Integrate intercity services with local transit and other modes to provide a seamless multi-modal transportation system~~
- **Objective E - Environmental Justice**~~Address "Environmental Justice" issues as part of the transit programs~~

Policy actions for these five objectives are listed in

Appendix A. Objective A - Convenient Public Transit:

Provide intercity public transit services with convenient access to developed areas of the county

Objective A Policy Actions:

1. Provide intercity service coverage with convenient access for the County's population
2. Provide basic non-commute oriented intercity services seven days a week

3. Provide hours-of-service weekday service coverage as needed
4. Meet ADA requirements for fully accessible intercity services

Objective B - New Service

Provide improved and new services to maximize usage and minimize traffic congestion.

Objective B Policy Actions:

1. Maximize intercity patronage
2. Provide reliable service
3. Provide competitive travel times to automobile travel
4. Provide convenient access to intercity service stops
5. Provide comfortable, safe and passenger friendly stop facilities
6. Provide easy to remember frequent service
7. Define fare policy for easy payment and affordable fares, incorporating the new TransLink technology and addressing the needs of low and moderate-income persons
8. Provide a choice of mode in the I-80 and I-680 corridors
9. Support congestion relief objectives
10. Set priorities for new intercity transit and countywide paratransit services
11. Set new intercity and commuter rail service priorities

Objective C - Efficient Transit

Provide efficient intercity transit services to maximize ridership and cost effectiveness.

Objective C Policy Actions:

1. Prioritize capital investment to favor riders per dollar and coverage equity
2. Minimize Operating and Maintenance costs per vehicle-mile, vehicle-hour, passenger and passenger mile served
3. Balance service supply with passenger demands
4. Coordinate intercity services with other regional providers
5. Encourage use of high-capacity alternative travel modes
6. Provide funding for priority countywide transit services

Objective D - Multi-modal system

Integrate intercity services with local transit and other modes to provide a seamless multi-modal transportation system.

Objective D Policy Actions:

1. Provide safe and convenient pedestrian access to intercity service stops
2. Provide for bicycle carry on for bus/train/ferry and bicycle lockers at key stops
3. Structure service around time transfer hubs/stations to maximize transfer opportunities
4. Configure HOV facilities to be transit accessible and maximize usage of these facilities
5. Develop countywide HOV system and priorities for implementation
6. Coordinate Solano County service plan and operations with other providers in the Region
7. Coordinate passenger information and marketing efforts
8. Coordinate fare and transfer policies
9. Study the feasibility of consolidating transit providers in Solano County

Objective E - Environmental Justice

Address Environmental Justice issues as part of the transit programs.

Objective E Policy Actions:

1. When improving and expanding various transit services, the transit operators should address the needs of low and moderate income persons whenever feasible
2. Support proposals of the SolanoWorks (Welfare-to-Work) program and community based transportation plans whenever feasible

MARKET DEMAND

A brief description of the role intercity transit could play in meeting these projected mobility needs is presented here as a prologue and foundation for the recommended intercity transit plan.

Transit Mode Capacities

Transit is a means to minimize traffic congestion as well as a means of providing mobility choices. Capitol Corridor trains, which each provide capacity for 600 passengers, can provide the equivalent transportation capacity of 400 to 500 private automobiles, which translates into about 20 to 25 percent of a freeway lane capacity. Four to five trains per hour would provide the equivalent capacity as an entire freeway lane.

Baylink ferries with capacities of 300~~25~~ passengers per boat, could provide the equivalence of half a freeway lane of capacity with 15~~minute~~15-minute headway service. Standard size buses with capacities of 45 passengers per bus can provide a freeway lane's equivalent capacity if operated on one-minute headways. Perhaps more importantly these high capacity transit modes can facilitate significantly improved travel flow conditions. As illustrated by Caltrans' ramp metering and metering measures for the Bay Bridge, very modest reductions in traffic volume can significantly improve overall traffic flow. Thus, buses, ferries and trains diverting demand away from Single Occupant Vehicle (SOV) commuting can provide substantial benefits even to those choosing to drive. The ability of buses to share HOV facilities also helps to increase the person carrying capacity of freeway facilities.

Figure 1 graphically compares the passenger capacities of trains, ferries and standard 40-foot~~40-foot~~ intercity buses. Recognizing that SOVs carry only one passenger per car, Figure 1 also describes the capacities of these transit modes with SOV capacities.

Current Transit Usage^[SS10]

Approximately 6,600 intercity transit trips are made to or from Solano County on an average weekday. Approximately 50 percent of these inter-county transit trips are made by bus, with 45 percent made by ferry and the remaining 5 percent made by train (see Figure 2). Another 800 daily intercity transit trips are made between communities in Solano County. While this seems like a large number, it is quite small in comparison to average daily traffic volumes entering and leaving the county, not to mention the large number of vehicle trips traveling between Solano County communities. Over 300,000 vehicle trips daily cross into/out of

Solano County. Estimating an average of 1.2 persons per vehicle translates into 360,000 daily person trips of which 6,600 presently use public transit. This daily transit patronage amounts to less than two percent of the total intercity trips. Since some of the vehicle trips entering and leaving the county are through trips, transit usage is probably in the two to three percent range. As such, a substantial opportunity exists to increase intercity transit usage.

Projected Growth in Travel

Population and employment projections prepared by the Association of Bay Area Governments (ABAG) for Solano County indicate that commute travel to and from the County will continue to increase. In Year 2000 Solano County was estimated to have 176,750-179,500 residents employed in the workforce. Fifty-four percent worked within the County and 46 percent commuted to other counties for work. Year 2030 forecasts that Solano County will have 302,520-271,135 residents working, with 42 percent working outside the county. While the percentage of residents working outside the county is projected to decrease, the absolute amount increases from 82,000 today to 113,000 in 2030. This is a net increase of 31,000 additional residents commuting out of the county to work.

Figure 3 describes the Year 2030 distribution of jobs for Solano County residents. The largest commute destination is projected to be Contra Costa County (34,600-39,200-jobs). Alameda County is projected to be the second largest commute destination (18,100-19,700-jobs) and, Napa-San Francisco is the third largest with 16,800-18,500 jobs and San Francisco eventually moving from third to fourth with 16,700 jobs. Napa County is projected to be the jobsite for 13,900 Solano residents. Sacramento and Yolo counties are also expected to provide a total of 15,400 jobs by 2030. Marin and Sonoma Counties together account for 9,400 and 8,200 jobs respectively. 7,700-jobs. Percentage-wise the Napa commute market appears to be growing the fastest according to the ABAG forecasts. The documented commute market to Sacramento and Yolo counties appears to understate actual commute activity. Figure 3 also provides estimates of the number of daily commute trips associated with these commuters. These estimates assume that only 80 percent of workers commute to their jobsite on a given day and that each commuter makes two trips (to work and from work).

Workers commuting into Solano County for work in Year 2030 are described in Figure 4. Most Solano County workers are projected to be county residents.

Target Transit Capture

~~Absent data from the 2000 Census[SS11], the~~ Based on data dfform the 2000 U.S. Census, current proportions of peak commute and total daily trips made using transit to points outside of Solano County were estimated by comparing transit patronage data with MTC travel modeling data. The intent of this comparison was to identify order of magnitude transit capture relationships. [REDACTED] describes the resulting estimate of transit capture for key long distance intercity daily travel markets. Not unexpectedly, the San Francisco capture rate is very high, reflecting the high cost of parking, high levels of congestion, relatively concentrated trip destinations and high level of intercity transit resources focused on this market. Alameda County also has a relatively high capture rate, for many of the same reasons (excellent BART linkages, but low parking costs). Contra Costa County capture rate assessment focused on the Concord and Walnut Creek destinations. Absence of parking costs and the dispersed development pattern for intercity transit services results in lower usage rates.

CURRENT INSTITUTIONAL FRAMEWORK

Intercity transit services serving Solano County are provided and supported by about a dozen key agencies:

- Solano Transportation Authority (STA) and its Solano Napa Commuter Information (SNCI) program
- Vallejo Transit (VT)
- Fairfield-Suisun Transit (FST)
- Benicia Transit (BT)
- Vacaville City Coach (VCC)
- Dixon Redit Ride
- Rio Vista Transit
- Solano County
- Capitol Corridor Joint Powers Authority (CCJPA)
- Amtrak
- Metropolitan Transportation Commission (MTC)
- Caltrans
- Greyhound Bus Lines

In addition to these key agencies, two neighboring counties provide important intercity connections to Solano County. VINE Transit and YoloBus provide linkages to Napa and to Winters/Davis respectively. No intercity public transit services are presently provided across Highway 37 linking Vallejo and Solano County communities to Marin and Sonoma counties, other than the dedicated Capitol Corridor/Amtrak feeder buses. Similarly, ~~no direct public transit bus services are provided to Sacramento from Solano County.~~

Table 1 summarizes principal roles for each of the twelve key agencies identified above. Greyhound Bus Lines operates private intercity bus services. Capitol Corridor Joint Powers Authority operates the intercity passenger rail service and the City of Vallejo operates the Baylink Ferry service. Vallejo Transit, Fairfield-Suisun Transit, Benicia Transit, Vacaville City Coach and Dixon Redit-Ride provide local feeder bus services in support of intercity transit services. The STA's Solano Napa Commuter Information (SNCI) program and Caltrans are key partners with respect to park-and-ride facilities. In addition to Solano County, the SNCI program also serves Napa County. Rio Vista provides some intercity specialty transport services. With the exception of Greyhound, all the agencies are important partners in funding public transit services in Solano County. The Solano Transportation Authority provides the forum for coordinating funding, service and marketing interfaces and other major elements important to intercity bus services. ~~San Joaquin County's transit operator (SMART) operates one daily roundtrip between Stockton and Napa, which passes through Solano County without making any passenger stops.~~

TABLE 1 - AGENCY RESPONSIBILITY MATRIX

	Policy	Funding	Ferry	Rail	Local Bus	Intercity Bus	Paratransit
STA	✓	✓				✓	✓
Vallejo	✓	✓	✓		✓	✓	✓
Fairfield-Suisun City	✓	✓			✓	✓	✓
Benicia	✓	✓			✓	✓	
Vacaville	✓	✓			✓		
Dixon	✓	✓			✓		

INTERCITY TRANSIT ELEMENT

Solano County	✓	✓			
Rio Vista	✓	✓		✓	✓
CCJPA	✓	✓	✓		*
Amtrak	✓	✓	✓		*
MTC	✓	✓			
Caltrans	✓	✓			
Greyhound					✓

* Dedicated feeder buses to rail services.

Brief descriptions of the STA and the operators of intercity transit services in Solano County are provided in this section. Descriptions of the services that are provided by these providers are presented in Chapters 2, 3 and 4.

Solano Transportation Authority

The STA was created under a Joint Powers Agreement in 1990 to act as the Congestion Management Agency (CMA) for Solano County to program federal, state and regional transportation funds. Membership is comprised of representatives from the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo as well as County of Solano. In addition to programming requirements, STA is also responsible for countywide transportation planning and management of Solano Paratransit and intercity bus Route 30.

The Mission Statement for STA is "to improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality." Eight goals were established to achieve this Mission Statement:

- 1.5. Document transportation needs from both the local and countywide perspectives
- 2.6. Provide safety and operational improvements
- 3.7. Preserve the existing transportation system
- 4.8. Reduce congestion and maintain mobility
- 5.9. Improve commute options to the Bay Area and Sacramento regions

- 6.10. Promote transit including intercity bus, rail, and ferries
- 7.11. Promote alternative modes such as carpooling, vanpooling, and bicycling
- 8.12. Encourage Transportation for Livable Communities projects

STA coordinated the development of a multimodal comprehensive transportation plan for Solano County. This Intercity Transit Element is a core part of this comprehensive planning effort.

EXISTING INTERCITY TRANSIT PROVIDERS

City of Vallejo Transit Program

Vallejo's transit system is administered by the Vallejo Transportation Division, part of the City's Department of Public Works. The Transportation Division plans, oversees and controls Vallejo's ferry, bus and paratransit services, consistent with City Council-adopted policies outlined in the Short-Range Transit Plan (SRTP). The Transportation Division oversees and monitors operation of the City's transit services through contracts with private sector transportation providers. The Division is also responsible for transit planning, budgeting, capital project implementation, regional coordination, and other activities required to operate the transit system.

Vallejo operates Vallejo Baylink ferry and bus services to San Francisco, which is supported by bridge toll revenues. Vallejo Transit buses provide local service within Vallejo, and regional express bus service along the I-80 corridor. The cities of Fairfield and Suisun City and the County of Solano provide financial assistance to Vallejo Transit route 85 through an agreement with Vallejo. "BartLink" routes 90 and 91 are subsidized through purchase of service agreements between Vallejo and Fairfield/Suisun City and Vacaville, respectively.

Fairfield-Suisun Transit

The City of Fairfield, through its Public Works Department, manages the contracted operation of Fairfield-Suisun Transit System (FST). Two previously separate city systems were consolidated in 1989 to form one larger system with Fairfield taking the lead role. The City Transportation Manager, under the direct supervision of the Director of Public Works, oversees the service and manages the transit contractor. A full time transit technician and a management

analyst provide assistance. Suisun City contracts with Fairfield for operation of the Suisun City routes, and Suisun public works and planning staff offer recommendations on system operation and fare policy. Fairfield contracts with MV Transportation to provide both FST fixed route and paratransit service. FST operates Solano Paratransit and Route 30 via an agreement with STA. In addition, FST operates intercity Routes 20 and 40 through an agreement with the City of Vacaville.

Benicia Transit

The City's Finance Department Under an an interim agreement that commenced in Summer 2003, Vallejo Transit currently provides day to day direction and management of the fixed route and paratransit transit services for Benicia Transit, which both are contracted out to private providers.

The mission statement for Benicia Transit consists of three elements:

1. The overall purpose of the City of Benicia transit program is to increase mobility opportunities for all Benicia citizens and aid in improving air quality in the region and reducing congestion;
2. As a minimum, the transit program should provide a level of intracity and intercity service that meets the needs of the transit dependent in Benicia; and
3. Where economically feasible, commuter-oriented service will also be offered to encourage use of transit as a viable transportation alternative. Service will be provided to and from important destination points, including transportation center locations, such as BART stations and ferry terminals.

Benicia Transit operates intercity service via Interstate 680 from the Vallejo Ferry Terminal and Benicia to Pleasant Hill BART.

Vacaville City Coach (Intra-City)

The City of Vacaville, through its Public Works Department manages its contracted transit service operations. This consists of Vacaville's fixed route and paratransit operations. Both services limit their operational area to within the Vacaville City Limits. Vacaville's transit fleet consists of 12 large buses including five fueled by CNG. Vacaville City Coach partners with both Fairfield-Suisun Transit and Vallejo Transit for the provision of inter-city and commute service.

Specifically, Vacaville partners with Fairfield-Suisun Transit for their Route 20, 30, and 40 ~~services~~services and with Vallejo for their Route 91 service.

Capitol Corridor Joint Powers Authority (CCJPA)

The CCJPA was created in 1997 and is comprised of members from the Placer County Transportation Authority, Sacramento Regional Transit Agency, BART, Santa Clara Valley Transportation Authority (VTA), Solano Transportation Authority and the Yolo County Transportation District. According to the CCJPA Annual Report, BART provides staff and administrative management to the CCJPA including the following day-to-day responsibilities:

- Oversee the day-to-day train operations contained in the Amtrak operating agreement;
- Coordinate with Amtrak to make changes to the current contract to gain efficiencies that will be used to enhance the service;
- Manage and administer maintenance as performed by Amtrak of the state owned and other rolling stock assigned to the Capitol Corridor and San Joaquin Corridor;
- Oversee the deployment of the rolling stock;
- ~~Oversee~~Oversee the portion of the dedicated feeder bus system for the Capitol Corridor Service that is contracted to private bus operators through the Amtrak contract; and
- Coordinate with Caltrans, Amtrak, UPRR, and the California Transportation Commission (CTC) and local communities to develop and implement a capital improvement program to improve and expand service through track and signal improvements, station upgrades, rolling stock acquisitions/renovations, and passenger convenience projects and amenities.

By contracting with Amtrak, the CCJPA currently funds 12 daily trains in each direction between the Bay Area and Sacramento.

Amtrak

Amtrak is the national passenger rail service operator, which plans and provides passenger rail services of national interest. Because Amtrak has statutory authority to operate passenger service over the lines of private freight railroads, Amtrak is the vehicle used by states and local agencies that wish to supplement Amtrak's national service

trains with corridor trains such as those supported by Caltrans and the CCJPA. Subject to negotiation with the affected railroad, Amtrak can increase or decrease the level of service provided over each route, and to determine where stations are to be served. Amtrak also negotiates with the railroads on behalf of state or local agencies that fund corridor services. Amtrak, by virtue of operating national services and having an in-place administrative system, trained operating crews, and maintenance and service facilities throughout the nation, is also in a good position to be the contract operator of state or locally funded services.

Summary

A number of different intercity transit services are provided to Solano County in order to efficiently serve the individual needs of different local and regional travel markets. A high degree of coordination is evidenced between agencies from the perspective of providing these services. It is very important that these coordination efforts are also apparent to the transit consumer.

PRESENT IMPROVEMENT PLANS AND KEY PLANNING ISSUES

Transportation is very important to Solano County and numerous local and regional planning efforts relate to and influence Solano's Comprehensive Transportation Plan. These planning efforts were reviewed to integrate key recommendations into the Comprehensive Transportation Plan and to identify major unresolved planning issues. Highlighted plans include:

MTC Bay Area Transportation Blueprint for 21st Century

In 2000, the Metropolitan Transportation Commission adopted its vision for transportation improvements for the first 25 years of the 21st Century. The list of improvement projects identified by MTC in the "Bay Area Transportation Blueprint for the 21st Century" and MTC's updated "Regional Transportation Plan" include the following:

- ☐ I-80/I-680/SR12 interchange improvements
- ☐ Express bus services from Solano County to East Bay (I-80)
- ☐ Capitol Corridor passenger rail upgrades
- ☐ BART Extension to Hercules
- ☐ Enhanced Vallejo ferry service
- ☐ New Vallejo Ferry Intermodal Center
- ☐ Light rail on the Carquinez Bridge
- ☐ Widen I-680 between Benicia Bridge and I-80
- Express bus service from Solano County to East Bay (I-680)
- ☐ Light rail on the Benicia Bridge
- ☐ State Route 12 improvements between I-80 and Rio Vista Bridge
- ☐ Widen State Route 12 from SR 29 to I-80
- ☐ Interchange improvements and possibly HOV on I-80 between Carquinez Bridge and SR 37
- ☐ I-80 widening between Dixon and Vacaville
- ☐ SR 37 widening between Vallejo and SR 121 with environmental improvements
- MTC Lifeline Transit service program

The Regional Transportation Plan is being updated in 2004-05 and is called the "Transportation 2030 Plan." Both a fiscally constrained Track 1 and an unconstrained component called the "Big Tent" are being developed and will refine and update-replace the previous 2001 Track 1 and Blueprint plans.

MTC Express Bus Plan

The STA, Vallejo Transit and Fairfield-Suisun Transit submitted four Solano County oriented Express Bus proposals for consideration in the MTC Express Bus Plan. The I-80, I-680 and I-780 corridors were all identified for service. These proposals for express bus services linking BART stations in Contra Costa County were submitted April 30, 2001 during 2001-02. Funding opportunities were explored, and implementation is scheduled for 2003-2003 and beyond. A key issue will be how to fund the operating subsidies. The proposed Approved by voters on March 2, 2004, Regional Measure 2 (RM2), to be voted on at the March 2, 2004 General Election would provides a \$3.4 million pool of annual operations funds for various North Bay express bus routes and is expected to provide the major funds for the regional express bus program including express bus services for Solano County residents and employees.

HOV Facilities Plans

Current Future medium term plans to provide for High Occupancy Vehicle (HOV) lanes in Solano County call for the addition of center median lanes between I-680 near Cordelia to I- 505 in Vacaville and on I-80 between the Al Zampa (Carquinez Bridge) and SR 37. Caltrans willis currently developing a Project Study Report (PSR) for this project segment. Future HOV lanes are also proposed to be provided on the Carquinez and Benicia Bridges. The westbound westbound I-80 link between the Carquinez Bridge and to Highway 4 in Contra Costa County is included in current proposed projects for State funding. STA has also proposed future long range HOV lanes on I-80 and/or I-680.

Vallejo Transit

The FY 1999/2008 Short Range Transit Plan (SRTP) proposes to:

- Purchase over-the-road coaches to replace aging transit buses for express services
- Rehabilitate the M/V Jet Cat Express (ferry) (already completed)
- Improve San Francisco ferry terminals (completed)
- Fund a fourth fast ferryboat, allowing three in daily service plus a spare (completed)
- Construct Intermodal Ferry Terminal Facility

- Establish a permanent maintenance facility for the Baylink ferry
- Increase capacity of the Curtola park-and-ride facility
- Construct an off-street bus transit center to replace the current on-street Sereno Transit Center (completed)

Vallejo Baylink Ferry Service

The City of Vallejo's highest priority transit capital project is construction of the proposed \$5235 million "Vallejo Station" project adjacent to the Vallejo Ferry Terminal. So far, \$186 ~~about~~ \$45 million in federal, state, and local funds has been secured for the project with assistance from the Solano Transportation Authority as well as state and federal legislators and Regional Measure 2 (\$28 million).

Vallejo Station will support Vallejo's highly successful Baylink fast ferries and express buses, regional BartLink express buses, and other express bus services by providing 1,400-1,200 off-street, structured parking spaces for transit patrons. Improved operating facilities for regional and local bus service will be provided, plus major amenity improvements for regional and local bus riders including improved weather protection, upgraded lighting, transit information services, fare media sales, and upgraded safety and security. Other Vallejo Station features include roadway access improvements, bicycle facilities, and improved pedestrian access between downtown Vallejo, the Ferry Terminal, and the waterfront.

By 2010, the Vallejo SRTP Strategic Vision projects that "Vallejo Baylink" ferries and supplemental buses will carry about 5,000 daily commuters and day travelers, with Baylink ferry feeder buses carry 600-700 daily passengers. A fleet of express coaches will also connect Vallejo and Solano County to key BART stations, serving about 4,000 daily commuter and other trips. Buses would run at least every 15 minutes on each route during rush hours, every 30 minutes during midday and hourly at other times. The intermodal facility will be required before four boats are operated in regular daily service. In the latter years of the SRTP planning period, expansion of the bus maintenance facility is also envisioned.

The acquisition of a fourth Baylink fast ferryboat is currently was funded and —and initially placed into service and received in the summer of 2004. This vessel is expected to will enter service in spring mid 2005mid July—, spring 2005 when three boats will be in

regular daily operation. The Additional operating subsidies will be needed to support a three boat operation is expected to be provided from Regional Measure 2 (RM2) funds. In addition, Vallejo has obtained funding from MTC's Rapid Bus Program to support expanded operation of buses to supplement Baylink ferry operations. The remaining operating funds are expected from Regional Measure 2 and/or a local transportation measure. To provide the necessary capital and operating to provide for the fourth boat to be placed in regular daily operation, would require another funding source such as a local transportation measure.

Ferry Service to Benicia

Benicia has studied and favors ferry service directly to Benicia. Because a significant proportion of current Vallejo ferry riders (10-15%) are Benicia residents, there is concern that Benicia ferry service could be competitive rather than compatible with the Vallejo ferry service. Previous studies of Benicia ferry service propose a joint Martinez-Benicia ferry service to San Francisco, rather than two individual routes from the nearby cities located across Carquinez Straits. More refined analysis is required to determine whether there is sufficient demand and support for such a route. The recently established Bay Area Water Transit Authority has embarked on a region-wide planning study, which will assess the need for new and expanded ferry services.

Fairfield-Suisun Transit (FST)

The FST Fiscal Year 2000/01 Short-Range Transit Plan identifies nine planning emphasis areas and issues:

1. Need for more frequent local service (30 minute headways)
2. Need for 30 minute service on Route 20 to Vacaville
3. Development of the Fairfield Transportation Center and associated route restructuring plans
4. Development of bus transfer facility in the North Texas Street Corridor
5. Service to developing areas of the community - Rancho Solano^[SS12], Rolling Hills and Solano Business Park
6. Expansion of Route 40 to Walnut Creek BART Station, possibly with service to Benicia Industrial Park
7. Possible service expansion between Fairfield and Sacramento area destinations

8. Possible implementation of Express Bus Service Concept with service to Benicia Industrial Park
9. Need for increase in driver wages

The Fairfield Transportation Center (item # 3) was opened in 2001 with 400 parking spaces and has proven very successful. A 200234 space Phase 2 expansion to the Center is under construction and expected to be completed by Summer the end of 2004/SS131.

Benicia Transit

Discussion has been ongoing to transfer the operation of the Vallejo Ferry Terminal to Pleasant Hill BART station intercity bus service to Vallejo Transit. Development Planning and site selection of an Intermodal Transportation Center near Lake Herman Road, as a first phase towards establishment of a passenger rail station is progressing. New bus service to the Benicia Industrial Park is also being considered.

Capitol Corridor Joint Powers Authority

Current plans are to maintain 12 trains during 2003/2004 through and 14 trains during 2004/2005. Improvement plans and issues include re-installation of the second track on the Yolo Causeway section (funded and under construction completed), construction of some third track segments between Benicia and Davis to facilitate mixed freight and passenger operations, and upgrade and improve the Bahia Viaduct industrial sidings in Benicia for increased speeds and strategies to minimize delays at the UPRR crossing of the straits. The 20024 State Transportation Improvement Program (STIP) includes \$2.3 million in state funding and Regional Measure 2 will provide about \$7.5 million to fund the Bahia Viaduct siding track improvements.

Other Passenger Rail Studies

Several new commuter rail studies were completed-initiated in 2002/2003 and are continuing through 2004-05. Among these is the possible establishment of commuter rail services in the Sacramento Region overlaid on the Capitol Corridor services. Solano, Placer, and Yolo Counties, SACOG and Sacramento Regional Transit are participating in a track capacity study to determine the operational feasibility of commuter rail service between Auburn/ Sacramento, Davis, and Dixon, Fairfield-Vacaville, Suisun City, Benicia, Martinez, Richmond BART, and Oakland (Davis is about eight miles east of Dixon). It is possible that such a service could be up and running in

five years if local funding for capital and operating expenses can be found.

~~In 2003, the STA, the Napa County Transportation Planning Agency (NCTPA) and MTC completed~~ have funded a passenger rail study for new service between Napa and Vallejo and the Jameson Canyon (State Highway 12 corridor) service connecting to Fairfield and Suisun City.

~~The Metropolitan Transportation Commission serving the San Francisco Bay Area identified the need for additional commuter rail service from Solano to San Jose in a 1994 planning study. These efforts have not advanced further.~~

North Bay (Highway 37) Corridor Study

The 1998 planning study for this corridor did not find any transportation alternatives that could effectively substitute for automobiles and trucks for this corridor. However, it recommends that subsequent planning for the corridor should re-evaluate the conclusions reached in light of any new information that becomes available. Average daily traffic volumes were estimated to increase from base year 1996 volumes of 26,830 to Year 2015 volumes of 35,800 vehicle trips. ~~It is difficult to see how a~~ A corridor with these demand levels eventually will need to be ~~is not served~~ by public transit. A key question is where are these trips going to/from? Are these Mare Island and Solano County trips or longer distance through trips from Marin/Sonoma to Sacramento? Also to what extent would Mare Island employment development require intercity bus services?

Interstate-80/Interstate-680/Interstate 780 Corridor Study

~~In July 2004, STA is leading a planning completed a Major Investment and Corridor Study to determine how to upgrade highway facilities in these critical corridors. Integration of HOV lanes and express bus services into these plans will be was an important part of the study, and have been undertaken as a priority by the STA. An HOV study will examine the feasibility of phasing such facilities in the three interstate corridors.~~

State Route 12 Major Investment Study

In 2001, the STA completed the SR 12 Major Investment Study on the portion of SR 12 from I-80 to Rio Vista Bridge. It examined

various alternative packages to improve the corridor including roadway capacity, safety, transit and ridesharing proposals.

MTC Lifeline Service Program

The Metropolitan Transportation Commission is proposing the establishment of "lifeline" transportation services in the region. For Solano County this would involve slight expansion of coverage and substantial increase in service hours. Off-peak service could possibly involve use of small sized transit vehicles.

TRANSIT NEEDS BY JURISDICTION

In the Fall of 2003~~0~~, as part of the overall CIP update process the STA conducted a "Needs Analysis." The following transit needs were identified by each of the STA member jurisdictions:

TRANSIT NEEDS BY JURISDICTION

Benicia:

- Construct Benicia Multi-modal Rail Station
- Improve or replace bus shelters
- Construct transfer facilities
- Improve schedules
- More joint bus operations
- Increased marketing
- Increase service and routes
- Ferry service

Dixon:

- Dixon Multi-modal Rail Station/Transportation Center
- Increased operating hours
- Increase rolling stock
- Increase personnel
- Additional intercity express bus routes
- Transition to fixed route system

Fairfield:

- Fairfield/Vacaville Multi-modal Rail Station
- Expand Fairfield Transportation Center
- Acquire Land and Develop Transit Operations Center
- Commuter Information Systems (GPS)
- ADA Access at bus facilities
- Expand local bus service

- Expand express bus service
- Construct N. Texas Bus Transfer Facility
- Provide change of mode facilities

Rio Vista:

- Construct Ferry Dock
- Provide intermodal transit centers for F fixed intercity routes to BART and Rail
- Intra-city shuttle bus

Solano County:

- Solano Paratransit support
- More joint bus operations
- Increased marketing
- Subsidized paratransit taxi service
- Fixed routes in unincorporated areas

Suisun City: (pending updates from agency)

- Improve and provide additional bus shelters
- Provide express bus from Lawler Ranch
- Expanded express bus service to rail station
- Additional Provide direct bus connections to rail station

Vacaville:

- Vacaville Bus Terminal and Transfer Facility (Downtown)
- Timed Transfer Station near Ulatis Center

INTERCITY TRANSIT ELEMENT

- New Transit Yard
- More joint bus operations
- Expand local bus service
- Additional transit vehicles and commuter buses
- Improve Security
- Increase Bus Routes

Vallejo:

- Vallejo Ferry Terminal Intermodal Terminal
- Vallejo Ferry Terminal Parking Structure
- New ferries (3rd and 4th vessels)
- Upgrade/expand maintenance facilities
- Vallejo SRTP transit capital program
- Vallejo SRTP operating revenues

- Expand regional and local bus service
- Expand paratransit
- Improve Mare Island maintenance facilities
- Upgrade Sereno Bus Transfer Facility
- Upgrade York & Marin Bus Transfer Facility
- Vallejo Station Intermodal Parking and transfer center
- Provide evening and weekend bus service
- Expand Capitol Corridor rail service
- Napa Valley rail service to Ferry Terminal
- Vallejo-Fairfield rail service
- Mare Island Bus Service Phase 1 and 2

SUMMARY

Solano County is a fast changing community located midway between two of the most important regions in the world, the San Francisco Bay Area and the capital city of Sacramento. Intercity travel needs include those trips within Solano County as well as trips to neighboring regions. ~~Its location between two important regions of the state provide~~Its location between two important regions of the state provides strategic opportunities to upgrade intercity public transit services. Key issues include:

- What will be the market/community needs for intercity public transit services in the near and distant future?
- What is the best balance between intercity bus, intercity rail and ferry services? Local bus service?
- Bus rail and ferry services oriented to San Francisco are booming – what is the best balance for services oriented to Sacramento and intra-county travel?
- How many rail stations are warranted in Solano County and how should their implementation be phased?
- Will the increase in rail service frequency ultimately lead to the need for local stop commuter rail to complement higher speed long distance Capitol Corridor train service?
- What is the best strategy to integrate intercity transit services into the County and State comprehensive transportation plans?
- What is the best organizational framework to provide future intercity transit services?
- What passenger intermodal terminals, vehicle, maintenance/storage facility needs might be required to support successful service?
- What funding is required to support these services and how might they be funded?

INTERCITY BUS SERVICES

Descriptions of current bus services are provided in this Chapter followed by a description of the recommended bus component of the intercity plan and its implementation strategy.

EXISTING BUS SERVICES

A brief summary of key service features for each of the intercity transit operators is provided in this section. Figure 6 shows the present publicly provided SolanoLinks intercity bus routes serving Solano County, along with the passenger rail corridor.

Overall, the SolanoLinks bus services, the Capitol Corridor passenger rail service, and the Baylink ferry service are estimated to serve approximately 6,600 daily passenger trips on an average weekday. Capitol Corridor service carries about 300 daily riders from Solano's only rail station, located at Suisun City. The Baylink ferry service carries about 2,800 daily riders. Vallejo Transit serves about 2,300 trips to/from the County on Routes 80, 90 and 91. Fairfield-Suisun Transit carries about 150 trips to/from the County on Routes 30 and 40 and Benicia Transit is estimated to carry 400 daily riders to/from Solano County on an average weekday.

As such, the Capitol Corridor serves approximately 5 percent of intercity transit trips to points outside Solano County, and the Baylink ferry serves about 45 percent with the remaining 50 percent served by intercity bus services.

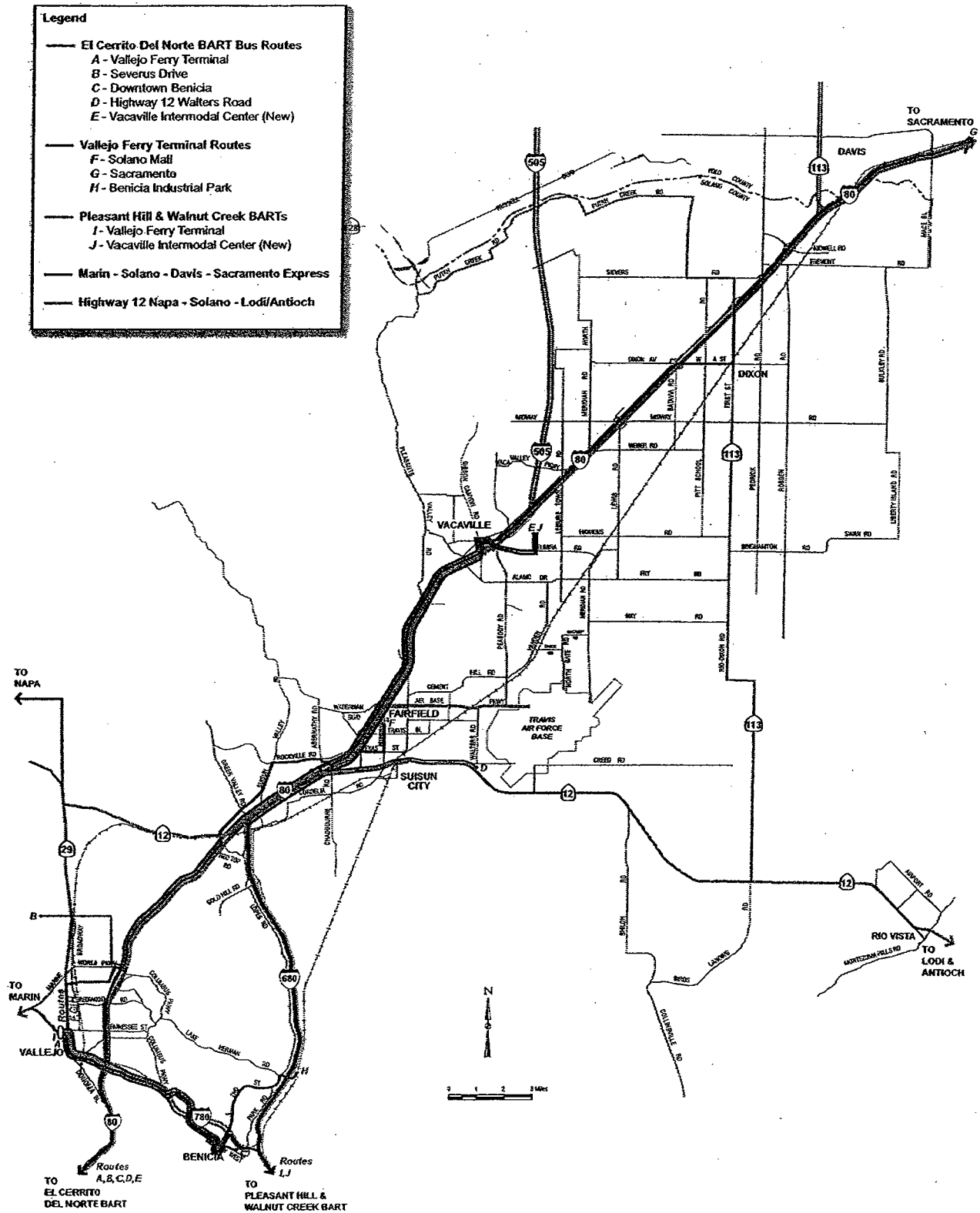
I-80/I-680/I-780 Transit Corridor Study

The I-80/I-680/I-780 Transit Corridor Study Final Report, prepared by Wilbur Smith Associates in 2003-04, provides an analysis of existing transit services and transit demand, and implementation plans for the County's intercity express bus services and auxiliary facility improvements. Solano County has a need to develop a short and long-range multi-modal transportation plan for the I-80/I-680/I-780 Transit Corridor to accommodate projected growth through 2030.

Along with an analysis of intercity bus services, the report reviewed existing park and ride facilities, transit centers, rail services, corridor express bus service plans, and ferry terminal routes.

The Transit Corridor Study recommends ten actions for implementation. The recommended actions are as follows:

- Incorporate the I-80/I-680/I-780 Transit Corridor Study Plan into this Update of the Solano County Comprehensive Transportation Plan;
- Fund and implement the first five year projects (with particular attention to right of way protection for park and ride facilities);
- Develop an annual and multi-year funding agreement (Memorandum of Understanding: M.O.U.) for intercity transit services;
- Fund and conduct a Transit Consolidation Study, which includes bus maintenance and storage yard issues;
- Seek funding through Regional Measure 2 and local sales tax – transportation measure to implement elements of the Plan;
- Work with Caltrans and Contra Costa County to provide a continuous eastbound HOV facility on I-80 by eliminating the short gap approaching the Carquinez Bridge;
- Work with Caltrans to provide a southbound HOV approach to the Benicia Bridge and across the span;
- Coordinate with ongoing planning of Segment 1 with respect to opportunities to add direct ramp at Abernathy Road should studies show the overpass must be rebuilt;
- Coordinate with BART to upgrade the del Norte shelter for Vallejo Transit passengers, including provision of real time passenger information at the shelter; and



- Initiate a multi-modal corridor study for State Route 12 (in coordination with Districts 4 and 10, and Napa and San Joaquin Counties).

Vallejo Transit Bus Service

Vallejo Transit operates four regional bus services. Two other bus routes, the 92 and 100 were recently discontinued due in large part to capacity constraints [SS15] on the Baylink ferry service. The four current regional bus lines operated by Vallejo Transit are:

- Route 80, Vallejo to El Cerrito del Norte BART
- Route 85, Fairfield and Suisun City to Vallejo via Solano College
- Route 90, Fairfield and Suisun City to El Cerrito del Norte BART
- Route 91, Vacaville to El Cerrito del Norte BART

Route 80 is the original BARTLink service, and connects downtown Vallejo (near the Ferry Terminal) with the del Norte BART station. Some morning peak period trips originate north of downtown Vallejo. Service is provided Monday through Saturday. On weekdays, the first trip departs Vallejo at 4:15~~30~~ a.m. and the last return trip leaves BART at 11:00 p.m. Service is provided every eight to ~~ten~~ fifteen minutes during the peak, and every 30 minutes in the midday. On Saturdays, service is provided every 30 minutes. Travel time from Vallejo to del Norte BART using the I-80 HOV lanes is about 25 minutes.

Route 85 links Vallejo and Fairfield, via the Solano Community College. Service is provided Monday through Saturday. On weekdays, the first trip departs at 6:33 a.m. from Fairfield and 5:35 a.m. from Vallejo. Morning peak period commute service operates on 30-minute frequencies and service continues at hourly frequencies until 9:30 p.m. from Vallejo and 10:30 p.m. from Fairfield. On Saturday mornings, service starts one hour later. All trips connect with the Vallejo Ferry Terminal and with Route 80. Travel time from Vallejo to Fairfield is about 55 minutes.

Route 90 links Fairfield and Suisun City with the El Cerrito del Norte BART Station. Service is provided weekdays only at 60-

minute service frequencies with additional service in the peak periods (15 to 20 minute frequencies). First trip departs at 5:00 a.m., with the last trip returning at ~~9:00~~ 7:30 p.m. from BART. Travel time from Fairfield to BART is about 40 minutes. Fairfield—Suisun Transit covers all subsidy needs for Route 90.

Route 91 provides ~~three~~ four morning trips ~~to~~ from Vacaville, and four evening trips return from BART to Vacaville. There is no midday or weekend service. First trip departs at 5:00 a.m., with the last trip returning at about ~~6:50~~ 8:15 p.m. from BART. Travel time from Vacaville to BART is about 55 minutes.

VALLEJO TRANSIT ROUTES 80, 85, AND 90/91

Vallejo Transit Route 80

Daily Annual Hours	67.5 19,301
Daily Annual Cost (@ \$48 \$76.92 /hour)	\$3,240 \$1,484,589
Daily Annual Passengers (weekdays)	1,824 444,821
Daily Annual Revenue (@ \$1.62 \$2.04 per passenger)	\$2,955 \$908,828
Daily Annual Deficit	\$285 \$575,761
Farebox Recovery	88% 61%
Annualized	\$112,000 operating cost net of fares

Vallejo Transit Route 85

Daily Annual Hours	38.0 11,526
Daily Annual Cost (@ \$48 \$59.04 /hour)	\$1,824 \$680,466
Daily Annual Passengers (weekdays)	509 147,554
Daily Annual Revenue (@ \$1.52 \$1.77 per passenger)	\$774 \$261,548
Daily Annual Deficit	\$1,050 \$481,918
Farebox Recovery	48% 38%
Annualized	\$237,000 operating cost net of fares

Vallejo Transit Route 90/91

Daily Annual Hours	26.0 9,300
Daily Annual Cost (@ \$48 \$82.28 /hour)	\$1,248 \$765,242
Daily Annual Passengers (weekdays)	450 136,895
Daily Annual Revenue (@ \$1.62 \$2.50 per passenger)	\$877 \$342,189
Daily Annual Deficit	\$371 \$423,053
Farebox Recovery	69% 45%

Annualized	\$100,200 operating cost net of fares
<u>Vallejo Transit Route 91</u>	
<u>Annual Hours</u>	<u>2,746</u>
<u>Annual Cost (@ \$91.90/hour</u>	<u>\$252,347</u>
<u>Annual Passengers</u>	<u>51,989</u>
<u>Annual Revenue (@ \$2.44 per passenger)</u>	<u>\$126,633</u>
<u>Annual Deficit</u>	<u>\$125,714</u>
<u>Farebox Recovery</u>	<u>50%</u>

Patronage Characteristics

On a typical weekday, Vallejo Transit's intercity routes carry approximately 2,783-2,685 passengers. Route 80 from Vallejo to del Norte BART carries the most (1,454-1,824) with Route 85 carrying 482-509 passengers and Routes 90 and 91 carrying 543 and 206-450 passengers respectively.

Equipment and Support Facilities

Vallejo Transit operates from an extensive and modern maintenance facility located in north Vallejo. This city owned five-acre facility currently can accommodate 63 buses, although it was originally designed for 48 vehicles.

A total of 16 vehicles are assigned to these intercity services (nine on Route 80, two on Route 85, and five on Routes 90/91). All vehicles are standard transit coaches (generally buses with utilitarian seats, hard floors, standing room, and several doors), as opposed to more comfortable over-the-road coaches (generally intercity-like buses which have larger, more comfortable seats, less standing room, and a quieter ride), which are used by Golden Gate Transit and recently AC Transit for long-haul express bus services. Buses for express routes 85, 90 and 91 enter and leave service each day from Fairfield and Vacaville terminals. The distance between the Vallejo Transit bus storage yard and Route 85 and 90 service portal is about 16 miles. The distance between Route 91's service portal and the Vallejo Transit storage yard is about 24 miles. At average speeds of 55 mph it requires 18 minutes each day to put a bus into service for Routes 85 and 91 and 25 minutes each day to put a bus into service

for Route 90. These are unproductive hours during which no passengers are served. At \$48 per bus hour, each route 85 and 90 bus costs approximately \$30 per day and each route 91 bus about \$40 daily to introduce and remove from service.

Passenger facilities are generally good, with ongoing planning for additional improvements. At the El Cerrito del Norte BART Station, buses use the improved bus waiting areas. There is good signage and adequate passenger shelter. The Curtola park-and-ride facility's 450 auto spaces are often full by 7 am. The City of Vallejo is in the process of developing a major improvement to the ferry terminal. This \$35-\$52 million "Vallejo Station" project would provide 1,400 1,200 parking spaces and enhanced bus transfer facilities.

Policies

As a multi-modal operator, Vallejo has several key objectives as outlined in the system's Short Range Transit Plan (SRTP). These five objectives are:

1. Control the operating budget
2. Increase system productivity
3. Implement effective marketing
4. Focus expansion on high demand and high farebox return
5. Undertake efforts to obtain new funding sources

A series of actions are anticipated in the SRTP to achieve compliance with the five objectives. These action items include:

- Competitive procurement of transit services
- Targeted patronage objectives (for example, 809,000 annual Baylink passengers)
- Maintenance and facility upgrades
- Purchase of new vehicles and vessels

Fares and transfers vary according to distance. The following is a matrix of adult fares:

VALLEJO TRANSIT ADULT BUS FARE MATRIX

Between ▼ and ►	Vacaville Cash/10 ride	Fairfield Cash/10-ride/ <u>Monthly</u>	BART Cash/10 ride/ <u>Monthly</u>
Vallejo	—	\$3.500 / \$230/\$77	\$3.500 / \$230/\$77
Vacaville	—	—	\$5.004.50 / \$4035/\$91
Fairfield	—	—	\$4.500 / \$361/\$85

Transfers to and from the connecting local bus system are valid at their face value for credit on the intercity buses. Monthly passes are available and cost \$7585 for the Fairfield to BART service and \$7991 for the Vacaville to BART trip. The monthly pass for the Route 80 costs \$6977, as does the pass valid for Vallejo to Fairfield trips.

Service is fully linked at various locations in Solano County. A major new intermodal transportation facility, the Fairfield Transportation Center (site of the former Magellan Road park-and-ride lot), opened in 2001 and is served by Vallejo Transit Route 85, 90 and 91 buses. Vallejo Transit also serves the Vallejo Ferry terminal and the El Cerrito del Norte BART station. Other key transportation nodes include the Vacaville Regional Transportation Center at Davis Street, Solano Mall, and the Suisun City Amtrak Station.

It should be noted that Vallejo Transit's BARTLink buses (which connects Solano County with the BART system at El Cerrito del Norte station) have routinely achieved farebox recoveries of 80 to 90 percent.

Operating Costs

The 1999 Vallejo Short-Range Transit Plan (SRTP) estimates operating cost projections for the entire system over a nine-year span. In the last SRTP reported fiscal year, Vallejo expected to spend about \$1.9 million on regional fixed route operations at an average cost of about \$48 per hour. Passenger revenue was reported at about \$1.0 million, resulting in about a 50 percent farebox recovery. It should be noted that in the next partial reporting period, farebox recovery increased to about 55 percent, and farebox recovery on Route 80 and 90 was between 70 and 90 percent.

The total operating cost net of fares for the four Vallejo regional bus services are about \$500,000, or about 22 percent of system operating cost net of fares (this share of the subsidy has been decreasing rapidly). The City of Vacaville contributed \$295,000 in FY 2001-02 to help subsidize operation of Route 91.

Capital Improvement Costs

Vallejo has an aggressive capital improvement program, and has requested and received funds for additional buses, ferries and ferry facilities, and various miscellaneous items. The total committed capital funding for the next several years is about \$25 million.

Fairfield-Suisun Transit

FST operates three intercity routes: Route 20 links Fairfield and Vacaville, Route 30 links Fairfield, Vacaville, Dixon, and UC Davis, and Sacramento, and Route 40 links Vacaville, Fairfield and the Pleasant Hill BART station. Service frequencies on all three lines are sparse. Service is fully linked at various locations in northern Solano County. A major new facility, the Fairfield Transportation Center, opened in 2001 and is being expanded in 2004. Other key transfer nodes include the Vacaville Regional Transportation Center, Solano Mall, and the Suisun City Amtrak Station. FST intercity routes serve the Pleasant Hill BART station, allowing easy connections to BART for trips to Oakland and San Francisco. The public timetable includes the connecting times (which are generally less than 10 minutes) as well as the overall trip times from Fairfield and Vacaville to San Francisco (about 90 minutes).

Route 20 is an Interstate 80 freeway connector between Fairfield's Solano Mall and the Vacaville Regional Transportation Center, with intermediate stops at Walmart, the Vacaville Factory Stores, and the Vacaville Nut Tree downtown transfer center. Service operates hourly from about 7:30 a.m. to 6:30 p.m. and the total round trip running time is 53 minutes (one bus is assigned to the service).

Route 30 is primarily a UC Davis and Sacramento connector. FiveFour roundtrips daily provide service from Fairfield, Vacaville, and Dixon, to UC Davis and Sacramento. The first trip departs at 6:48 a.m., and the last trip returns at 6:11 p.m. Trip time is about 8054 minutes for the 25-mile Fairfield to Davis trip because it makes 6 stops in Fairfield, Vacaville, Dixon and Davis journey. The 6:52 a.m. express bus trip from Fairfield to Sacramento also takes about 54 minutes because it does not stop in Davis of limited stops at Vacaville and Dixon only. Headways are generally a little over two hours (one bus is assigned to the service).

Route 40 provides a fast feeder service from Vacaville and Fairfield to the Pleasant Hill BART Station. In the southbound direction, four morning trips and five evening trips are offered, while northbound four morning trips and five afternoon trips serve Solano County commuters. Travel time from the Pleasant Hill BART station to Fairfield is about 45 minutes, while to Vacaville it is about one hour. The first trip departs at 5:05 a.m., and the last trip returns at 8:31 p.m. (allowing a 6:30 p.m. departure from San Francisco attractions). The distance from Pleasant Hill BART to Fairfield is about 30 miles.

FAIRFIELD-SUISUN ROUTES 20, 30, AND 40

Fairfield-Suisun Transit Route 20	
Daily Annual Hours	12.25 3,134
Daily Annual Cost (@ \$56.589/hour)	\$612 \$213,180
Daily Annual Passengers (weekdays)	202 50,443
Daily Annual Revenue (@ \$0.63 per passenger)	\$127 \$35,532
Daily Deficit Annual Subsidy	\$485 \$177,648
Farebox Recovery	20 17%
Annualized	\$146,000 operating cost net of fares
Fairfield-Suisun Transit Route 30	
Daily Annual Hours	11.43 456
Daily Annual Cost (@ \$50.31/hour)	\$570 \$207,504
Daily Annual Passengers (weekdays)	362 1,648
Daily Annual Revenue (@ \$1.52 per passenger)	\$42 \$33,624
Daily Deficit Annual Subsidy	\$528 \$173,880
Farebox Recovery	7% 16%
Annualized	\$137,000 operating cost net of fares
Fairfield-Suisun Transit Route 40	
Daily Annual Hours	21.04 800
Daily Annual Cost (@ \$48.60/hour)	\$1,050 \$288,000
Daily Annual Passengers (weekdays)	129 31,294
Daily Annual Revenue (@ \$1.72 per passenger)	\$222 \$66,141
Daily Deficit Annual Subsidy	\$828 \$221,859
Farebox Recovery	23 2%

Annualized	\$215,000 operating cost net of fares
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BENICIA TRANSIT ROUTE 1

Transit Route 1

<u>Annual Hours</u>	<u>13,238</u>
<u>Annual Cost (@ \$56.58/hour)</u>	<u>\$749,030</u>
<u>Annual Passengers</u>	<u>127,557</u>
<u>Annual Revenue</u>	<u>\$147,408</u>
<u>Annual Subsidy</u>	<u>\$601,622</u>
<u>Farebox Recovery</u>	<u>20%</u>

Patronage Characteristics

Fairfield-Suisun intercity transit routes carry approximately 367 daily passengers on a typical weekday. All of the 202 daily trips served by Route 20 are internal to the county and some of the 36 passengers carried by Route 30 are also internal county trips. Most of Route 40's 129 daily passengers are to/from the Pleasant Hill BART Station. Thus, perhaps about 100 daily trips served by Fairfield-Suisun Transit are trips to points outside the county.

Equipment and Support Facilities

The City of Fairfield owns 26 transit vehicles, and uses 19 of these vehicles in both intercity and local service. The vehicles are stored at the city's corporation yard, with city staff servicing and maintaining the vehicles:

| ~~Of the 26 buses, all of which are diesel-powered Gillig Phantoms,~~ Route 20, 30 and 40 require a total of five buses, of which three are assigned to Route 40. Buses for both Routes 20 and 40 enter/exit service at Vacaville. Route 30 buses enter and exit service from Fairfield. The distance between Fairfield-Suisun Transit's bus storage yard and the Vacaville service portal is about eight miles and involves approximately 30 minutes (15 minutes each way) daily per bus to get buses into and out of service each day. At \$50 per hour cost, this translates to \$25 per day per bus. Passenger facilities are spartan; however, the eCity is aggressively emphasizing park-and-ride facilities including the Fairfield Transportation Center which combines a 400-space park-and-ride garage with a large bus transfer area.

Policies

The Short-Range Transit Plan includes a detailed set of Goals and Objectives. Generally, like most transit systems, FST strives to enhance mobility in an effective and efficient manner. System indicators of these goals *for the intercity services* are the following (all for FY 2004/05):

INTERCITY SERVICE INDICATORS

Measure	Target
Passengers per Vehicle-Hour	15.00
Passengers per Vehicle-Mile	0.5
Operating Cost per Passenger (net)	\$3.00
Operating Cost per Hour	\$58.50
Operating Cost per Mile	\$1.75
Farebox Recovery Ratio	15%

Fares and transfers vary according to distance. The following is a matrix of adult fares:

FST ADULT BUS FARE MATRIX

Between ▼ and ►	Davis Cash/10 ride	Vacaville Cash/10 ride	Fairfield Cash/10 ride	BART Cash/10 ride
Davis	—	—	\$2.5075 / \$2022	—
Vacaville	\$2.0025 / \$1618	—	\$1.25-2.00/ \$160	\$4.25-5.00/ \$40.0034
Fairfield	—	—	—	\$4.500 / \$36.0032

Transfers to and from the connecting local bus system are valid at their face value for credit on the intercity buses. Monthly passes are available and cost \$85.75 for the Fairfield to BART service and \$7.90 for the Vacaville to BART trip. The monthly pass for the Fairfield to Davis route costs \$69.59, and the monthly pass between Vacaville and Davis is priced at \$56.49.

Operating Cost Projections

The FST Short Range Transit Plan estimates operating cost projections for the entire system over a nine-year span. In the current fiscal year, FST expects to spend \$2.4 million on local and intercity fixed route operations at an average cost of about \$50 per hour. Passenger revenue is expected to be about \$650,000, resulting in a 27-28 percent farebox recovery. The City of Vacaville contributed more than \$300,000 in FY 2001-02 towards the cost of operating FST Routes 20, 30 and 40.

Combined totals for the three FST intercity routes are 367 average weekday riders, 8.2 passengers served per bus hour, \$5.01 subsidy cost per passenger and a 17.5 percent farebox recovery ratio.

The total operating cost net of fares for the three Fairfield intercity services is about \$500,000, or about 30 percent of system operating cost net of fares.

Capital Improvement Costs

Fairfield has an aggressive capital improvement program, and has requested and received funds for several park-and-ride facilities, additional buses, and various miscellaneous items. The total committed capital funding for the next three years is almost \$15 million. Much of that funding is directed to the intercity bus program.

Benicia Transit

Benicia Transit operates one ~~two~~ intercity bus routes, as shown in Figure 7. The Both routes provides service to ~~connections to the Pleasant Hill BART Station and the main route also connects to the Vallejo Ferry Terminal and Downtown Vallejo's Transit Center.~~

Service

The main intercity bus service operates from Vallejo Transit's York and Marin Transit Center to the Pleasant Hill BART Station via the Curtola Park-and-Ride lot, Military West & 14th, Solano Square, H and E. 3rd Streets L and E. 5th Streets, and Sun Valley Mall. This

trip takes about 20 minutes between Vallejo and H Street, 18 minutes from H Street to Sun Valley Mall and another 16 minutes to reach the Pleasant Hill BART Station. Service operates from 5 a.m. to 7 p.m.

~~Benicia Transit operates another Pleasant Hill BART commute route from North Hills/ Southampton. Two morning trips and three afternoon trips are provided in the commute direction of travel (Solano to Contra Costa). The route originates in Benicia at Columbus Parkway and Rose Drive and passes Rose Drive and Oxford Way, Rose Drive and Hastings, Hastings and Southampton, Turner and Larkin, Larkin and Panorama, Panorama and Chelsea Hills, and Chelsea Hills and Southampton before getting on I-780 to BART. The Rose/Hastings loop requires about 13 minutes to run which together with the Panorama/Chelsea Hills loop ten minute run time and the 25 minute run to BART involves a total one way trip time of 48 minutes. Buses run empty in the off-peak direction of travel (deadhead) in order to quickly get into position for another peak direction trip.~~

Patronage Characteristics

Benicia Transit reportedly carries about 450 500 daily riders with 400 estimated to be intercity trips to and from Contra Costa County and BART.

Equipment and Support Facilities

The City owns its fleet of transit vehicles, which are stored and maintained at contractor facilities. Vehicles are fueled at the City Corporation Yard. The peak direction travel is towards Pleasant Hill BART in the morning and away in the evening. This suggests that the most efficient location to introduce and remove buses from service would be in Vallejo.

Policies

Fares differ depending on the service used, characteristic of the rider (senior, disabled, youth) and bulk prepaid fares (passes and tickets).

Adult fares for travel on service between Benicia and the Vallejo Baylink ferry terminal or Vallejo Transit Center located at York and Marin Streets (Zone 1) are \$1.00 for a single ride and \$37 for a monthly pass.

Adult fares for travel from Benicia to Contra Costa County (Zone 2) are \$2.00 for a single ride and \$56 for a month pass. Adult fares

from Vallejo to Contra Costa County (Zone 3) are \$2.50 for a single ride and \$69 for a monthly pass.

Transfer connections are provided to I-80 corridor service at the Curtola Park-and-Ride lot and to Vallejo Transit and Napa Transit at the York and Marin Transit Center. Direct service to the Baylink ferry terminal is provided. Transfer connections to I-680 bus services are not provided, due to physical and operational constraints at the I-680/780 interchange and the somewhat similar destinations of these services. Transfers are also provided to BART at the Pleasant Hill BART Station.

Operating Cost Characteristics

Benicia's cost to operate the fixed route service for 1999/00 2002/03 was estimated to be \$749,030 ~~540,000~~, which translates to \$45.45 ~~43.23~~ per bus hour. The ratio of fares to operating costs was 28.7 ~~20~~ percent. Approximately 130,000 ~~127,500~~ annual boardings are served by Benicia Transit.

VINE Transit (Napa County)

VINE Transit operates Route 10 between Calistoga, St. Helena, Oakville Yountville and Napa to Vallejo. About a dozen roundtrips are made daily to and from Vallejo. Stops within Vallejo include the Sereno Transit Center, Ferry Terminal and York-Marin Transit Center. Most of the southbound trips serve the ferry terminal prior to arriving at the York and Marin Transit Center, while only about half the northbound trips stop at the ferry terminal after leaving the York and Marin Terminal.

YoloBus

YoloBus operates Route 220 from Davis via Winters to Vacaville. It makes three roundtrips daily to Vacaville (with stops at Safeway and Walmart). Adult fare is one dollar.

Summary

Nine public intercity bus routes are operated by Solano County agencies. One route connects to Davis and Sacramento, ~~three~~ two routes connect to the Pleasant Hill BART Station, one route connects to the Vallejo Ferry Terminal and three routes connect to the del Norte BART Station. Public intercity bus connections to Napa from Vallejo are provided by VINE Transit and YoloBus provides connections to Winters and Davis from Vacaville. ~~No direct public intercity transit service is presently provided between Sacramento from Solano County.~~

While Figure 6 suggests that frequent service exist along the I-80 Corridor, it is very sparse east of Vacaville (only Route 30). The segment between Vacaville and Fairfield is served by four routes (FIS routes 20, 30 and 40; and Vallejo Transit route 91). The segment between Vallejo and del Norte BART Station is served by 27 bus trips in each direction on an average weekday. There is no service to Sacramento.

RECOMMENDED BUS SERVICE PLAN

The recommended intercity bus service plan represents a financially unconstrained vision or blueprint for service. Three intermediate levels of service or phases were defined reflecting a range of possible funding resources. Implementation of the service vision would involve expanded public discussion and input to refine its elements. A more detailed implementation and phasing plan was recently developed in the I-80/I-680/I-780 Transit Corridor Study. The overall bus service plan would take substantial new funding sources to fully implement, including the proposed Regional Measure 2 and/or a proposed half-cent transportation sales tax in Solano County.

Solano Intercity Bus Service "Vision"

Buses would be comfortable, with a relaxing interior environment. Service would be fast and reliable, and fare collection would take place off vehicle, so that station dwell times are minimal.

Service would be implemented incrementally, as funding increases and capital improvements come on-line. But the basic plan would be well understood by the public and decision-makers; route simplicity and service attractiveness would be combined with extensive marketing to project an image of quality service and high customer satisfaction.

AVAILABLE IMPLEMENTATION FUNDING

Level	New Annual Funding Available	Source
1	\$500,000	All local TDA used for transit
2	\$1 million + TDA and growth	New local sales tax and all TDA
3	\$2 million + TDA and growth	New local sales tax and all TDA
4	Unconstrained "Vision"	New local sales tax, <u>RM2</u> , bridge tolls, TDA, etc.

The plan provides good connections with local bus services and with regional transportation hubs. It also allows transfers to all routes in the intercity bus network with a maximum of one transfer.

Route Network

All the intercity bus routes would be eligible for sales tax funding. Routes crossing the Bay or Strait, however, are the most logical to support with Bridge Toll revenues. Figure 8 shows the proposed route network and Table 2 on page 25 summarizes the proposed 2025/2030 Vision Service Plan frequencies.

Route: 40 Vacaville-Fairfield to Walnut Creek BART

Route 40 would be improved to become an all day line with better service, larger buses, and better connections. Service would begin at the Vacaville Park and Ride lot at Davis Street, freeway operation to the Fairfield Transportation Center, and then express service via I-80 and I-680 to Treat Boulevard to Pleasant Hill BART, and then via local streets (Oak and Jones Roads) to the Walnut Creek BART station.

Connections: At the Vacaville Park and Ride center to local buses and to Sacramento/Fairfield/Vallejo/Marin County service Route 480 buses, at the Fairfield Transportation Center to Route 12 and

local buses, and at the Walnut Creek BART station to County Connection buses and shuttles to Bishop Ranch Business Park.

Route: 80 Napa-Vallejo to El Cerrito del Norte BART

Route 80 would be improved with better service, larger buses, and better connections. Service would begin at Pearl Street in downtown Napa, and then operate via Highways 121 and 29 into Vallejo, connecting with the Vallejo Ferry, and stopping at the Curtola Park and Ride Lot before operating express via I-80 to the El Cerrito del Norte BART station. Every other trip would operate from Napa.

Connections: At Napa with all local VINE buses and Route 12 to Fairfield Suisun, at the Vallejo Ferry Terminal with the ferries and local Vallejo buses, and at the El Cerrito del Norte BART station.

ESTIMATED PEAK HOUR BUS SERVICES

CORDON LINE	HOURLY BUS SERVICE
Carquinez Bridge	18
Benicia-Martinez Bridge	12
Yolo Causeway	2
Highway 37	2
SR 12 Jameson Canyon/Highway 29	2

Route: 90 Vacaville-Fairfield to El Cerrito del Norte BART

Route 90 would be improved to include midday service and increased service, larger buses, and better connections. Service would begin at the new proposed Vacaville Ulatis/Allison Intermodal Center and the Vacaville Park and Ride facility on Davis Street, with access via I-80 at the Fairfield Transportation Center, and would operate express to El Cerrito del Norte BART.

Connections: At Vacaville and Fairfield with all local buses, and at the El Cerrito del Norte BART station.

Route: 480-Sacramento to Novato via Solano County

This Route 480 would reinstate the former Route 100, but with better service, increased frequencies, and more destinations. Service would begin at 8th and Capitol Mall in downtown Sacramento (connection to Sacramento LRT and State Capitol), and operate via I-80 to Curtola Parkway, then via Curtola to the Vallejo Ferry Terminal, then via Mare Island Way to Highway 37 and then via Highway 101 to Novato. Stops would be as follows: West Sacramento at the Enterprise Park and Ride, Davis Amtrak station, Dixon (freeway ramp), Vacaville (park and ride), Fairfield Transportation Center, Solano College, Curtola Park and Ride, Vallejo Ferry Terminal, Novato. Service would be scheduled to meet every other ferry.

Connections: At Sacramento with RT light rail, Davis with UniTrans and YoloBus, Vacaville and Fairfield with local bus systems and with Route 12 to Napa and Rio Vista, Curtola with Route 80, Vallejo Ferry with ferry, Novato with Golden Gate Transit.

Route: 780-Napa-Vallejo to El Cerrito del Norte BART

This Route 780 would improve the existing Benicia Transit service to Pleasant Hill BART. It would improve the service with larger buses, greater transfer opportunities at the Walnut Creek BART Station and better service levels and span-of-service.

Service would begin at the Vallejo Ferry Terminal, operate via Curtola Parkway, I-780 and Military West through Benicia, I-680 to Treat Boulevard to Pleasant Hill BART, and then via local streets (Oak and Jones Roads) to the Walnut Creek BART station. Several trips could be routed to cover the current Benicia Flyer service area.

Connections: At the Vallejo Ferry Terminal with the ferries, Route 80 and local Vallejo buses, and at the Walnut Creek BART station to County Connection buses and shuttles to Bishop Ranch Business Park.

Route: 42A-Napa to Fairfield and Suisun

This Route 42A would establish a new link between Napa and Fairfield and Suisun via Highway 12. Service would begin at Pearl Street in downtown Napa, and then operate via Highways 121 and 29 to Highway 12, then via Highway 12 into Fairfield.

Connections: At Fairfield Transportation Center with Routes 85 and ~~180~~ the proposed Sacramento-Vallejo-Novato route, and with local service to both Fairfield and Suisun. Also in Napa with local VINE service.

INTERCITY TRANSIT ELEMENT

Table 2 - PROPOSED 2030 BUS NETWORK - UNCONSTRAINED SYSTEM

Existing Route #	Proposed Route #	Origin	Destination	Via	Service Peak Freq.	Freq. Base
Express Routes – Bridge Toll and Sale Tax Eligible						
40		Vacaville	Walnut Cr BART	Fairfield, I-80, I-680, Pleasant Hill BART	10	30
80		Napa	El Cerrito del Norte BART	Vallejo, I-80 (connects with ferry)	5	15
90		Vacaville	El Cerrito del Norte BART	Fairfield, I-80	10	60
	<u>180New</u>	Sacramento	Novato	Davis, Dixon, Vacaville, Fairfield, Vallejo (connects with ferry) and Marin	30	30
	<u>780New</u>	Vallejo	Walnut Cr BART	Benicia, I-780	10	30
Express Routes – Sales Tax Eligible						
	<u>12ANew</u>	Napa	Suisun City	Jameson Canyon	30	60
	<u>12BNNew</u>	Suisun City	Rio Vista	Hwy 12	30	60
	<u>12CNNew</u>	Rio Vista	Antioch	Hwy 160	60	
	<u>12DNNew</u>	Rio Vista	Lodi	Hwy 12	60	
20	20	Vacaville	Fairfield	Local	30	30
85		Davis	Vallejo	Dixon, Vacaville, Fairfield, Vallejo (connects with ferry)	15	15
	<u>785New</u>	Vallejo	Fairfield	Via Benicia Industrial Park	60	No service

New Route: 12B-Fairfield and Suisun to Rio Vista

Route 12B would establish a new link between Rio Vista and Fairfield and Suisun via Highway 12. Service would begin at the Suisun Amtrak Station then operate via Highway 12 to Rio Vista.

Connections: At Fairfield Transportation Center with Routes 85 and 180, and with local service to both Fairfield and Suisun.

New Route: 12C-Rio Vista to Lodi

Route 12C would establish a new link between Rio Vista and Lodi via Highway 12. Service would begin in Rio Vista and then operate via Highway 12 to Lodi.

Connections: In Lodi to local transit services.

New Route: 12D-Rio Vista to Antioch

Route 12D would establish a new link between Rio Vista and Antioch via Highway 160. Service would begin in Rio Vista and then operate via Highway 160 to Antioch.

Connections: Possible connection to BART's extension to Antioch.

Route: 85 Vallejo to Davis Local/Limited

Route 85 would be improved with better service, larger buses, and better connections. The enlarged Route 85 combines Routes 20 and 30. Service would begin at the Vallejo Ferry Terminal and operate through northern Vallejo via Marine World, then via I-80 with service to Solano Community College, to the Fairfield Transportation Center, and then via Route 20 to Vacaville, then via Route 30 to Dixon and into UC Davis, with a terminal at the Davis Amtrak Station. All service would operate to Vacaville – every other bus would operate to Davis.

Connections: At the Vallejo Ferry Terminal with the ferries, Route 80, Route 780, and local Vallejo buses, at the Fairfield Transportation Center with Route 12, Route 180 and local FST buses, at Davis Street in Vacaville with local Vacaville buses, and at Davis with Amtrak, UniTrans and YoloBus.

New Route: 785-Vallejo to Benicia Industrial Park to Fairfield

This new Route-785 would establish a new link connecting the Benicia Industrial Park with both Vallejo and Fairfield. Service would begin at the Vallejo Ferry Terminal, operate via Curtola Parkway to I-780, then via I-680 to the Benicia Industrial Park, then via I-680 and I-80 to the Fairfield Transportation Center. Service would operate hourly during peak periods on weekdays.

INTERCITY TRANSIT ELEMENT

Connections: At Fairfield Transportation Center with Routes 85 and 180 the Sacramento-Vallejo-Novato route, and with local service to both Fairfield and Suisun. In Vallejo to Vallejo Transit network.

Route: 20 Vacaville to Fairfield

Route 20 would continue in its current form providing local coverage between Vacaville and Fairfield. With the opening of the planned new Fairfield/Vacaville Capitol Corridor Station, Route 20 would be realigned to serve this station. Its frequency would be increased from its current 60 minutes to 30 minutes.

Connections: Local and intercity transit connections would be provided at the Fairfield Transportation Center and Solano Mall transit center in Fairfield and also at the Vacaville Transit Center.

Estimated Fares (2004 dollars)

Fares and transfers would vary according to distance as shown in the Fare Matrix below. Monthly passes would be priced at 40 rides, while 10 ride tickets would give a 20 percent discount.

PROPOSED INTERCITY ADULT BUS FARE MATRIX

Between/and	Sacto.	Davis	Vacaville	Fairfield	Vallejo	BART (WC or d'Norte)
Sacramento	—	\$2.50	\$3.50	\$3.75	\$5.00	\$8.00
Davis	—	—	\$2.75	\$3.50	\$4.50	\$7.00
Vacaville	—	—	—	\$1.50	\$4.00	\$5.00
Fairfield	—	—	—	—	\$3.50	\$4.50
Vallejo	—	—	—	—	—	\$3.50
Novato	\$9.00	\$7.50	\$6.00	\$5.00	\$4.00	—
Napa	\$5.00	\$4.00	\$3.00	\$2.50	\$2.50	\$5.00

IMPLEMENTATION STRATEGY

A prime benefit of implementing a bus rapid transit system is the advantage of incremental improvements in quality and service as funding increases and facility improvements occur. The suggested phasing plan first outlines the financially and capitally unconstrained system, which is the 25-year objective. It then details suggested service increases at three different levels: the first with all county TDA allocated to transit operating costs (about a \$500,000 annual increase), a second with an additional \$1 million annual spending plus TDA and increases in TDA based on growth in population and retail sales (\$1.5 million annual total), and a third assuming \$2 million plus the TDA increases (\$2.5 million annual total). The unconstrained system assumes that bridge tolls will be available in sufficient quantities to fully fund the "Bridge Toll Eligible" services, freeing up the TDA and potential sales tax funds for other county-wide countywide services.

INTERCITY TRANSIT ELEMENT

Unconstrained System - The 100 Bus System

The Unconstrained System features BART type headways on most services and makes transit attractive and convenient to Solano County residents. These transit service demands lead to the 100 bus regional system.

Table 3 - UNCONSTRAINED INTERCITY BUS NETWORK VISION FOR YEAR 2030

ROUTE	TO/FROM	HEADWAYS		BUS REQUIREMENT		SCHED. CYCLE
		PEAK	BASE	PEAK	BASE	
40	Vacaville to Walnut Creek	10	30	15	5	150
80	Napa to del Norte	15	30	8	4	120
80A	Vallejo to del Norte	5	15	13	4	60
90	Fairfield to del Norte	10	30	10	4	100
91	Vacaville to del Norte	15	60	8	2	120
New 480	Sacramento to Marin	30	30	9	9	270
New 780	Vallejo Ferry to Walnut Creek	10	30	15	5	150
Subtotal				78	33	
85	Davis to Vallejo Ferry	30	30	6	6	180
85A	Fairfield to Vallejo Ferry	30	0	4	0	120
New 12A	Napa to Suisun Station	30	60	3	2	90
New 12B	Suisun Station to Rio Vista	30	60	3	2	90
New 12C	Rio Vista to Antioch	60	0	1	0	60
New 12D	Rio Vista to Lodi	60	0	1	0	60
20	Vacaville to Fairfield	30	30	2	2	60
30	Davis to Fairfield	0	0	0	0	120
New 785	Ferry to Fairfield via Benicia Ind. Park	60	0	2	0	120
Subtotal				22	12	
Total				100	45	

First Phase System

The First Phase System increases service by dedicating all TDA funds not presently used for transit to the intercity network.

Table 4 - FULL LOCAL TDA POTENTIAL INTERCITY BUS NETWORK YEARS 2005 TO 2030

ROUTE	TO/FROM	HEADWAYS		BUS REQUIREMENT		SCHED. CYCLE
		PEAK	BASE	PEAK	BASE	
40	Vacaville to Walnut Creek	30	0	5	0	150
80	Napa to del Norte	60	30	2	4	120
80A	Vallejo to del Norte	7.5	30	8	2	60
90	Fairfield to del Norte	20	60	5	0	100
91	Vacaville to del Norte	30	0	4	0	120
<u>New</u> 480	Sacramento to Marin	0	0	0	0	270
<u>New</u> 780	Vallejo Ferry to Walnut Creek	10	60	10	3	150
Subtotal				34	9	
85	Davis to Vallejo Ferry	30	30	6	6	180
85A	Fairfield to Vallejo Ferry	0	0	0	0	120
<u>New</u> (12A)	Napa to Suisun Station	60	60	1.5	2	90
<u>New</u> (12B)	Suisun Station to Rio Vista	60	60	1.5	2	90
<u>New</u> (12C)	Rio Vista to Antioch	0	0	0	0	60
<u>New</u> (12D)	Rio Vista to Lodi	0	0	0	0	60
20	Vacaville to Fairfield	60	60	1	1	60
30	Davis to Fairfield	0	0	0	0	120
<u>New</u> 785	Ferry to Fairfield via Benicia Ind. Park	60	0	2	0	120
Subtotal				12	11	
Total				46	20	

INTERCITY TRANSIT ELEMENT

Second Phase System

The Second Phase System increases service by using all county TCA funds not presently used for transit and adding another \$1 million annually from other sources.

Table 5 - FULL TDA INTERCITY AND \$1 MILLION BUS NETWORK YEARS 2005 TO 2030

ROUTE	TO/FROM	HEADWAYS		BUS REQUIREMENT		SCHED. CYCLE
		PEAK	BASE	PEAK	BASE	
40	Vacaville to Walnut Creek	30	0	5	0	150
80	Napa to del Norte	30	30	4	4	120
80A	Vallejo to del Norte	5	30	12	2	60
90	Fairfield to del Norte	20	60	5	2	100
91	Vacaville to del Norte	30	0	4	0	120
<u>New</u> 180	Sacramento to Marin	60	120	4	2	270
<u>New</u> 780	Vallejo Ferry to Walnut Creek	10	60	10	3	150
Subtotal				44	13	
85	Davis to Vallejo Ferry	30	30	6	6	180
85A	Fairfield to Vallejo Ferry	0	0	0	0	120
<u>New</u> 12A	Napa to Suisun Station	60	60	1.5	2	90
<u>New</u> 12B	Suisun Station to Rio Vista	60	60	1.5	2	90
<u>New</u> 12C	Rio Vista to Antioch	0	0	0	0	60
<u>New</u> 12D	Rio Vista to Lodi	0	0	0	0	60
20	Vacaville to Fairfield	60	60	1	1	60
30	Davis to Fairfield	0	0	0	0	120
<u>New</u> 785	Ferry to Fairfield via Benicia Ind. Park	60	0	2	0	120
Subtotal				12	11	
Total				56	24	

Third Phase System

The Third Phase System increases service by using all county TDA funds not presently used for transit and increasing funding by another \$2 million annually.

Table 6 - FULL TDA INTERCITY AND \$2 MILLION BUS NETWORK YEARS 2005 - 2030

ROUTE	TO/FROM	HEADWAYS		BUS REQUIREMENT		SCHED. CYCLE
		PEAK	BASE	PEAK	BASE	
40	Vacaville to Walnut Creek	15	30	8	5	150
80	Napa to del Norte	30	30	4	4	120
80A	Vallejo to del Norte	5	0	12	0	60
90	Fairfield to del Norte	15	60	7	2	100
91	Vacaville to del Norte	30	60	4	2	120
<u>New480</u>	Sacramento to Marin	60	120	4	2	270
<u>New780</u>	Vallejo Ferry to Walnut Creek	10	30	10	5	150
Subtotal				49	20	
85	Davis to Vallejo Ferry	30	30	6	6	180
85A	Fairfield to Vallejo Ferry	30	0	4	0	120
<u>New12A</u>	Napa to Suisun Station	60	60	1.5	2	90
<u>New12B</u>	Suisun Station to Rio Vista	60	60	1.5	2	90
<u>New12C</u>	Rio Vista to Antioch	60	0	1	0	60
<u>New12D</u>	Rio Vista to Lodi	0	0	0	0	60
20	Vacaville to Fairfield	60	60	1	1	60
30	Davis to Fairfield	0	0	0	0	120
<u>New785</u>	Ferry to Fairfield via Benicia Ind. Park	60	0	2	0	120
Subtotal				17	11	
Total				66	31	

Weekend Service

At present only the Capitol Corridor rail service and the Baylink ferry operate on Sundays. Both services presently only have a single stop in Solano County. Operation of Route 85 from Davis to the Vallejo Ferry Terminal is proposed along with Vallejo to del Norte Route 80 service on Sunday to expand access to intercity transit services. To complement these I-80 services, operation of the ~~Route 780~~ new service between Vallejo Ferry Terminal and the Walnut Creek BART station is also proposed for Sunday.

Equipment and Support Facility Needs

Estimated peak commute/service period bus requirements to operate the phased intercity bus service improvement plan are as follows:

ESTIMATED PEAK PERIOD BUS REQUIREMENTS

Phase	Peak Hour Buses	Total Including Spares
Current	30	35
First Phase	46	53
Second Phase	56	65
Third Phase	66	76
Unconstrained	100	115

Figure 9 graphically describes the peak bus fleet requirements associated with the vision and its intermediate implementation phases.

Current bus storage and maintenance facilities are over capacity and do not have resources to support the expanded intercity bus fleet nor expansions of their local bus fleets. Major expansions of current facilities are limited, indicating the need for one or more new bus maintenance/storage facilities, depending on expansion needs of local bus services.

Capital Funding Needs

Net increased capital costs (using current fleet as baseline) associated solely with bus fleet and bus storage and maintenance facilities would range from a low of \$16.3 million for Phase 1 service levels to

\$59.7–\$70 million for the Vision service levels over a 205 year period. These costs are based on \$400,000 each for intercity bus coaches and an allowance of \$100,000 per bus for supporting storage and maintenance facility improvements. Fleet costs are based on a 13-year useful life for buses or full replacement 1.5 times over a 20–year205-year funding period. Recognizing that the full implementation of the different service improvement levels would not likely occur at the outset of the 20-year planning program a factor of 0.8 was applied to the net increased service level to estimate bus fleet purchases.

RAIL SERVICES

The Intercity Transit Plan proposes a significantly increased role for passenger rail services towards meeting the County's travel needs. A description of the current role provided by the Capitol Corridor passenger rail service is provided in this section, followed by proposed improvements to attract increased ridership. A discussion of non Capitol Corridor rail service improvement opportunities is provided at the end of the section.

EXISTING PASSENGER RAIL SERVICES

Passenger rail services and their supporting network of feeder bus services link Solano County to the Bay Area and to the Sacramento Region.

Existing Passenger Rail Service Providers

Amtrak

Amtrak long distance intercity trains do not stop at the Suisun City Station. Two daily long distance trains serve Solano County at neighboring stations located in Davis and Martinez. Passenger fares for these long distance trains are set higher than for the Capitol Corridor trains. The California Zephyr is a long distance train operating between Chicago, Denver, Salt Lake City, and the Bay Area. A second long distance train, the Coast Starlight, runs between Seattle, Portland, Sacramento, Oakland, and Los Angeles.

Capitol Corridor Train Service

Prior to 1991, Amtrak's California Zephyr was the only train serving the Suisun/Fairfield Station. The Capitol Corridor service was introduced in December of 1991 with three daily trains meeting regional transportation needs between the Bay Area and Sacramento. The Capitol trains stopped at Suisun City in addition to

the service provided by the Zephyr. The Zephyr stop at Suisun City was discontinued in October 1998.

CCJPA has outlined plans to expand Capitol Corridor passenger rail service to eventually hourly service between Sacramento and San Jose. Experience on other California intercity rail corridors has indicated that the best operating practice is for all trains to make all stops rather than operating a two-tier local and express passenger rail service. Thus, current thinking is for all trains to stop at the Suisun/Fairfield Station.

The railroad industry distinction between intercity passenger rail service and local/commuter rail service is not clearly defined. Intercity passenger rail services typically run faster, have less frequent headways and have higher fares than local/commuter passenger rail services. They focus on inter-regional travel rather than intra-regional travel markets. The distinction between the two types of passenger rail services is important in terms of CCJPA's track sharing agreements with the UPRR and the State's role in funding service versus regional/local funding. The CCJPA's agreement with UPRR allows it to operate up to 16 daily intercity service roundtrips, but does not provide for operation of any local or commuter services. The State's funding for intercity rail services does not cover local and commuter passenger rail services, which are seen as the responsibility of regional and local governments.

Service Features

Capitol Corridor frequencies have increased in the ten years since introduction and the route now provides 12 daily round trips. One of the trips runs through to Auburn, and four trips operate south of Oakland to San Jose. The Richmond station provides a direct connection to BART on an adjacent platform. The Richmond station was recently renovated to improve efficiency and safety. Rail patronage at the Suisun City Station has mirrored the expansion of Capitol Corridor service, growing from about 15,000 annual passengers in 1992 to 38,660 in 1999, and 57,880 in 2000 and 100,980 in 2003. Figure 10 describes the service corridor and current stations.

During 2003-04, many of the travel times between stations improved as a result of recent track improvements such as the completion of the second track at the Yolo Causeway. See below for a list of some of the currently scheduled travel times between key stations.

2004 CAPITOL CORRIDOR TRAVEL TIMES (MINUTES)

To/From	Davis	Suisun City	Martinez
Sacramento	3315	5939	7860
Davis	0	2624	45
Martinez	45	21	0
Richmond	703	469	258
Emeryville	879	615	404
San Francisco	11024	8697	6576
San Jose	1756	1512	1304

Source: April 26, 2004 Capitol Corridor schedule

Current Capitol Corridor schedules provide service to and from Suisun City approximately an average of about every 2-3 1 to 1-1/2 hours throughout the day. The increase, in service levels to seven daily trains in 2000, and nine trains in 2001 and twelve trains in 20034, is a significant reason for the ridership growth now being experienced. The service provides schedules allowing day trips to either Sacramento or the Bay Area, with schedule times and options that are enticing ridership. Current weekday schedules to and from Suisun City are summarized in Table 7.

The ultimate goal of the Capitol Corridor management is to provide hourly service all day, with 16 daily round trips.

Table 7 - CURRENT TRAINS SERVING SUISUN - FAIRFIELD STATION

Eastbound Times	Origin/Destination	Westbound Times	Origin/Destination
6:36 <u>43</u> AM	Oakland/Sacramento	5:07 <u>9</u> AM	Sacramento/San Jose
7:26 <u>33</u> AM	Oakland/Sacramento	6:07 <u>9</u> AM	Roseville/San Jose
8:56 <u>53</u> AM	San Jose/Colfax	6:57 <u>9</u> AM	Roseville/San Jose
10:26 <u>23</u> AM	San Jose/Sacramento	8:22 <u>19</u> AM	Colfax/San Jose
11:56 <u>53</u> AM	San Jose/Colfax	9:52 <u>49</u> AM	Auburn/San Jose
1:26 <u>23</u> PM	Oakland/Sacramento	11:22 <u>19</u> AM	Sacramento/Oakland
2:56 <u>53</u> PM	San Jose/Colfax	12:52 <u>49</u> PM	Colfax/San Jose
4:41 <u>38</u> PM	San Jose/Auburn	2:52 <u>49</u> PM	Sacramento/San Jose
6:01-5:58 PM	San Jose/Auburn	5:22 <u>19</u> PM	Colfax/San Jose
6:41 <u>38</u> PM	San Jose/Auburn	6:22 <u>19</u> PM	Sacramento/San Jose
8:06 <u>3</u> PM	San Jose/Colfax	7:22 <u>19</u> PM	Sacramento/Oakland
9:26 <u>8</u> PM	San Jose/Sacramento	9:22 <u>19</u> PM	Colfax/San Jose

Thus, for eastward trips to/from Sacramento, train trips themselves are 33 minutes shorter from Davis than they are for trips from Suisun City. For westward trips to San Francisco train trips are 21 minutes shorter from Martinez than from Suisun City. Transfer connections to San Francisco from the Capitol Corridor via BART at the Richmond station take approximately 91 minutes (49 minutes on the Capitol, an allowance of 5 minutes for transfer and 37 minutes on BART to Montgomery Street) from Suisun City. Capitol Corridor passengers also have the option of traveling to Emeryville, where a connecting Amtrak bus takes passengers to San Francisco (Ferry Building, Union Square, or Fisherman's Wharf).

Passenger Rail Stations

The CCJPA has adopted a policy for adding new stations. In addition to Fairfield/Vacaville, Benicia and Dixon, the Cities of Hercules, Fremont and Union City have all indicated interest in obtaining new Capitol Corridor stations. The Solano Transportation Authority has adopted the new Fairfield/Vacaville station site

located at Peabody and Vanden Roads as Solano County's next priority rail station. The CCJPA is requiring local sponsors of new stations to:

- Reach a consensus of the political entities within the jurisdiction that the station is needed
- Arrange 100% of the funding including any improvements requested by the UPRR and approved by the CCJPA (CCJPA will support the efforts of project sponsor to obtain funding)
- Meet or exceed minimum station facility requirements
- Arrange for station maintenance including funding
- Demonstrate and achieve a minimum of ten boardings or alightings per train (i.e. with ten trains per direction need 100 boardings and 100 alightings daily)
- Maintain a minimum of five mile spacing between stations
- Coordinate CCJPA and Amtrak negotiations with the UPRR
- Submit a local marketing plan for the new station
- CCJPA has begun to introduce a seamless free transfer from trains to local transit, starting with AC Transit, and Sacramento RT-, UniTrans, Yolobus, County Connection and Fairfield-Suisun Transit.

In addition to the Suisun City Station, the Capitol Corridor serves 14 other stations in the San Jose to Auburn travel corridor (Figure 10). From Suisun City to Sacramento, Capitol Corridor trains stop at the Davis Station, which is located 27 miles to the east and at Sacramento, which is located 13 miles east of Davis. From Suisun City to San Jose, Capitol Corridor trains stop at Martinez (17 miles), Richmond (20 miles farther west), Berkeley (3.7 miles farther west), Emeryville (2 miles farther west), Oakland (5 miles farther west), Hayward (12 miles farther west), Fremont (11 miles farther west), Great America (13 miles farther west) and San Jose (7 miles farther west). A new station is under consideration for Hercules midway in the 20-mile gap between Martinez and Richmond. At present the 134 mile corridor between Sacramento and San Jose, has an average station spacing of 12 miles. The 42-mile segment in Solano County with one station has an average spacing of 22 miles.

The UPRR maintains approval authority for addition of stations, changes to track/signal facilities and operation of more than the currently approved number of passenger trains. With the projected increase in the number of trains, it is becoming increasingly important to minimize opposite direction running (e.g. running westbound trains on the eastbound track). The track signal system is configured to allow this opposite direction running, but opposite direction running increases train dispatch efforts. The only current Solano County station (Suisun City), and the two adjacent stations (Davis and Martinez) all have a sidetrack platform and a center loading platform. Passengers must cross the tracks at-grade to reach the center platform. The Suisun and the Martinez stations have their side platforms located on the south side of the track serving the predominantly eastbound train direction, whereas the Davis Station has its side platform on the north side of the tracks serving the westbound track. Trains are routinely held outside of stations until trains boarding passengers pull out.

The UPRR has also indicated that it cannot guarantee sufficient notice of which track passenger trains will be using at stations. This position combined with the strong desires not to have passengers crossing tracks at-grade, means that new stations will need to have center loading platforms where passengers can board trains on either track. Access to the center platform desirably should be grade separated using a pedestrian subway or overpass.

Patronage

Caltrans managed the Capitol Corridor service until July 1, 1998, when day-to-day oversight responsibility was transferred to the Capitol Corridor Joint Powers Board, an agency representing local governments along the route. Actual train operation is contracted to Amtrak.

Rail service frequencies and annual passenger counts at the Suisun City station are shown in Table 8.

Table 8 - SUISUN CITY RAIL SERVICE AND PATRONAGE

Year	Service (each direction)	Annual Passengers
1990	California Zephyr	2,650
1991	California Zephyr; 3 Capitols ¹	3,710
1992	California Zephyr; 3 Capitols	15,760
1993	California Zephyr; 3 Capitols	20,080
1994	California Zephyr; 3 Capitols	19,850
1995	California Zephyr; 3 Capitols	18,090
1996	California Zephyr; 4 Capitols ²	23,260
1997	California Zephyr; 4 Capitols	27,420
1998	California Zephyr ³ ; 5 Capitols ⁴	32,000 est.
1999	6 Capitols ⁵	38,660
2000	7 Capitols ⁶	57,880
<u>2001</u>		<u>78,000</u>
<u>2002</u>		<u>76,000</u>
<u>2003</u>	<u>12 Capitols</u>	<u>87,667</u>

Notes:

¹ Service initiated December 1991 with 3 round trips.² Service expanded to 4 round trips in April 1994.³ Zephyr service discontinued October 1998.⁴ Service expanded to 5 round trips in October 1998.⁵ Service expanded to 6 round trips in May 1999.⁶ Service expanded to 7 round trips in February 2000.

The ~~57,880~~ 87,667 annual ~~boardings~~ boardings and alightings for ~~2000-01~~ 2003-04 were served by about 57,000 annual train stops, which ~~translate~~ translate to an average of approximately 12.5 boardings and alightings per train.

Suisun City station ridership continues to increase as a result of the expanded Capitol Corridor service and the more than doubling of

parking spaces in 2003 to about 250 spaces. Monthly total ridership (on and off) has grown from 4,300 in March of 2000, the first full month of the seven train schedule, to over 6,000 in October and November of 2000. Monthly Suisun City ridership is shown in Table 9.

Table 9 – RECENT MONTHLY RIDERSHIP FOR SUISUN CITY STATION SINCE START OF SEVEN TWELVE TRAIN FREQUENCY

Month	Ridership
March	4,320
April	4,626
May	4,885
June	4,879
July	4,202
August	4,788
September	4,612
October	6,871
November	6,179

Source: Capitol Corridor JPB

Predominant travel to and from Suisun City on the Capitol trains is between Sacramento and Suisun City, and between Suisun City and Emeryville (San Francisco bus connection). Oakland and Martinez also have significant traffic levels for Suisun passengers.

Equipment and Support Facilities

Presently most trains are five cars in length or about 600 feet including the locomotive. Trains typically include: one locomotive, one dining car, three to four coach cars and one “cab” coach car. The latter allows the train to operate in the “push” mode with the locomotive in the rear of the train. Most Capitol Corridor trains currently operate with the locomotive at the front of the train (in the pull mode of operation) in the westbound direction and with the locomotive on the rear of the train (push mode) in the eastbound direction. Each coach car holds up to 88 passengers (84 for the cab car). Trains are capable of speeds of up to 110 mph, but the track is

limited to a maximum of 79 mph. The early morning westbound train has been increased to six passenger cars in order to accommodate the patronage demands.

Table 10 - CAPITOL CORRIDOR TRAVEL VOLUMES TO AND FROM SUISUN MARCH 2000 THROUGH NOVEMBER 2000

Station	Passenger Volume
Auburn*	85
Rocklin*	7
Roseville*	100
Sacramento	9,933
Davis	3,668
Martinez	5,219
Richmond	3,131
Berkeley	2,164
Emeryville (& San Francisco)	10,620
Oakland	5,938
Hayward**	180
Fremont**	738
Great America Santa Clara**	1,356
San Jose**	2,223
TOTALS	45,362
* Served by one train per day	* Served by four trains per day
Source: Capitol Corridor JPB	

The Suisun City station is the historic Southern Pacific depot serving both Suisun and Fairfield. The building was renovated, new passenger platforms were installed and parking and bus loading space was improved. The station has both a station side platform and a center passenger loading platform. The Suisun City Redevelopment Agency is responsible for station maintenance and operating costs. There is no Amtrak ticketing or baggage service provided at the facility. The station also serves as the Greyhound

depot. Efforts are underway to add a third rail track for freight use and to add parking at the present lot. A decision regarding relocating the center platform to a side platform serving the westbound track has not been made. As train frequencies increase the likelihood of westbound and eastbound trains arriving at the same time will increase. Annual operating cost for the Suisun City Station average approximately \$20,000. This cost does not include security, insurance and major building improvement reserve fund costs. If the station were staffed by non-Greyhound Bus Lines personnel, costs would be higher.

Policies

Current fare schedule practice for Capitol Corridor service is distance based and attempts have been made to provide easy payment fares – multiples of 50 cents or one dollar. It is likely that longer distance trips from adjacent Solano County stations would have similar fares, while short distance trips (i.e. Davis) differential fares would be charged. As such a slight fare incentive might exist to use one station versus the adjacent station. Availability of parking and of earlier pick of seats is are another factors that typically influences station choice.

Capitol Corridor service provides a basic one-way fare, which is doubled for round trip travel. For frequent riders, there are 10-ride tickets valid for 45 days and for daily riders a monthly pass. Discounted fares (15%) are available for seniors. Special promotional fares are offered from time to time, such as “kids ride free” and “two for one” promotions. Representative current fares are shown in Table 11.

**TABLE 11 - CURRENT FARES TO AND FROM SUISUN EFFECTIVE
FEBRUARY 20, 2001 SEPTEMBER 2, 2003**

Suisun to	Miles	Fare	10 Ride (45 day)	40 Ride (30 day)	Monthly Pass
Sacramento	40	\$9.50 \$9.00	\$67.00 \$68.00	\$54.00	\$151 \$5.00
Oakland	49	\$9.50 \$9.00	\$67.00 \$54.00	\$68.00	\$151 \$5.00
San Jose	94	\$16.00 \$13.50	\$104.00 \$80.00	\$100.00	\$284 \$30.00
Martinez	17	\$6.50 \$6.00	\$43.00 \$34.00	\$43.00	\$119 \$8.00

In terms of productivity, the Capitol Corridor service has seen its ridership increase dramatically in the past year up 41 percent and its farebox recovery ratio improve from 31.2% to 35.7%. The average cost per boarding passenger is \$23.99 (767,000 annual passengers/\$18,400,000 operating cost) and cost per passenger-mile 26 cents.

Other Passenger Railroad Service Opportunities and Planning Issues

In addition to the UPRR mainline used by Capitol Corridor passenger rail service, Amtrak's California Zephyr and Coast Starlight, Solano County is served by several other potentially important railroad assets.

Rail passenger service in Solano County has also been discussed for the Napa-Solano connection to the Vallejo Baylink Ferry Terminal and/or to Richmond BART via the Carquinez Bridge. Another proposal is to shift Capitol Corridor trains from the UPRR Bridge over Carquinez Strait onto the Benicia-Martinez Bridge. This latter proposal would eliminate delays caused by the UPRR Bridge, which opens to accommodate shipping traffic. The 1997 study Long Range Rail Alignment for the I-80 and I-680 Corridors addressed both of these issues.

The 1997 report considered establishment of light rail transit across the Carquinez Bridge; connecting to Napa via four different alignments:

- Sonoma Boulevard to California Northern tracks north to Napa
- Sonoma Boulevard to Curtola Parkway, Mare Island Way and California Northern to Napa
- I-80 to Curtola Parkway and California Northern tracks (near Solano Avenue) to Napa
- I-80 to Curtola Parkway, Mare Island Way and California Northern tracks to Napa

Variations of these concepts would be to terminate the Carquinez light rail service in Vallejo without extending to Napa or merely connecting Napa to Vallejo without crossing the Carquinez Bridge. Use of light rail type vehicles would require time separation from

freight rail and Napa Wine train traffic. Subsequent to completion of the 1997 report, Caltrans has incorporated the flexibility to run light rail trains across the bridge in its current bridge design and construction. The bridge is not able to accommodate the loads of BART or commuter rail on the new bridge structures. The 1997 report focus on light rail transit rather than Capitol Corridor, Amtrak or BART rail technology was to avoid major costs associated with strengthening bridges across the Carquinez Strait. Light rail equipment is also better able to handle steep grades. The 1997 report also examined potentials for operating light rail trains across the Benicia Bridge. These opportunities proved to be very expensive.

The Capitol Corridor JPA has expressed increasing concerns about depending on the UPRR Bridge to cross the Carquinez Strait. The UPRR Bridge must open for shipping traffic several times a day, which will increasingly disrupt Capitol Corridor service. The CCJPA believes that its equipment could possibly operate on the grades across the Benicia Bridge and has asked Caltrans to examine the feasibility of shifting their trains from the UPRR Bridge to the Caltrans Benicia Bridge.

Operating and Capital Costs

According to the most recent annual report, CCJPA actual costs for FY 99/00–03/04 were \$17.3–22.4 million for operations, \$1.12 million for marketing and \$35\$97.5 million for capital improvements either underway or committed programming. CCJPA's ten year capital improvement plan envisions a total investment of about \$457 million consisting of \$48 million for additional trains, \$78 million for new/improved stations, \$17 million for amenities and safety improvements and \$314 million for track/signal improvements.

Funding for the operating expenses and capital costs are primarily from the State.

RECOMMENDED RAIL PLAN AND IMPLEMENTATION STRATEGY

Some of the principal passenger rail recommendations for this Intercity Transit Element include the active support of Capitol Corridor service upgrades along with improved access for Solano County.

Support Capitol Corridor Service Upgrades

The Capitol Corridor Joint Powers Authority (CCJPA) proposes to expand service to sixteen trains daily in both directions of travel by 2021 and to add the tenth and eleventh trains by 2004. The 16 train frequency would result in almost hourly service. An early objective would be to add a morning train that would get Solano County commuters to Sacramento before 8:35 AM (current first train).

In addition to more trains, reduced travel times and improved reliability are important service improvements. These are among the overall objectives and policy actions, which were defined for intercity transit services. The CCJPA has identified a number of improvements to reduce travel times and to improve schedule reliability. These improvements in and near Solano County include:

Immediate Projects

- Addition/replacement of a second track for the Yolo Causeway, ~~(under construction completed in 2004).~~
- Upgrade the Bahia Viaduct ~~— industrial siding project~~ (Benicia)
- Addition of a third track in Dixon

Near-Term Period

- ~~Addition of a third track in Suisun City and Fairfield~~
- Extend and rehabilitate Tolenas lead track ~~for the Fairfield-Vacaville Station~~

Vision/Long-Term Period

- Suisun Bay Bridge Replacement

Yolo Causeway Double Track Project – This project essentially replaces the old double track section and would reduce train conflicts and delays over this four-mile segment. ~~Construction is scheduled for completion by February 2004.~~

Bahia Viaduct Upgrade Project Industrial Siding Project – This project would upgrade track facilities to support 60 mph speeds over this 1.5 mile segment provide industrial siding track that would minimize conflicts on the mainline.

Dixon Third Track Project – Would add a third passing siding to allow high speed trains to pass slower freight trains and thereby

increase passenger train speeds and improve their schedule reliability. The passing siding would most probably be located between the two main tracks, west of Downtown where the current two tracks spread a part. This project needs to be further analyzed as part of the Dixon Multimodal Train Station projects and track plans that need to be developed for review by the Capitol Corridor and the Union Pacific Railroad.

Suisun Third Track Project – This project is intended to eliminate the disruptions caused by California Northern Railroad freight interchange activities that presently occur on the westbound mainline track. It would add a third track on the north side of the present tracks near the Suisun City Station.

Fairfield Third Track and Tolenas Lead Track Extension Project – This project would extend the current lead track serving the Tolenas industrial siding (near Peabody Road) and thereby reduce passenger train conflicts and schedule delays associated with freight train activities. Also, a third track would be constructed in conjunction with the new Fairfield/Vacaville Train Station now under design at Peabody and Vanden Roads.

Suisun Bridge Replacement Project – This project is envisioned to construct the rail crossing between Benicia and Martinez at a higher grade to eliminate delays related to bridge openings for shipping traffic. The concept would be to run Capitol Corridor trains on a single track across the Benicia-Martinez Bridge. A feasibility study was prepared in 2003 to provide a preliminary analysis of this concept.

Some of the above improvements have been defined without the benefit of sophisticated track capacity analyses and will likely be refined. Specifically, the best strategy for providing passing opportunities and for upgrading track alignment for increased speed warrants more attention. Additional track modeling is being conducted as part of the Oakland-Sacramento Regional Rail Study.

Addition of New Intermodal Train Stations

Potential to increase Solano County ridership of Capitol Corridor stations is closely related to convenience of access. New stations at Benicia and Dixon all look promising, and preliminary plans for the Fairfield / Vacaville Station have been prepared for review and approval by the Union Pacific Railroad. CCJPA policy is to incrementally add stations to the corridor in order to balance

improved passenger access with running speeds. Analysis of Solano County station location opportunities indicated that the Fairfield/Vacaville site located at Peabody Road offered good potential for patronage and was ~~for quick implementation, able quickly~~ for quick implementation. The Benicia site near Lake Herman Road also looked promising, but will require more time to implement. The Dixon site lends itself most to commuter rail patronage oriented towards Sacramento. All three of these sites are recommended for inclusion in the Solano Comprehensive Transportation Plan.

Investigation of New Passenger Rail Service Opportunities

Passenger rail service has advanced significantly in the past twenty-year period and has the promise to expand to serve new markets important to Solano County. Solano County should explore opportunities to add viable passenger rail services to its intercity transit network. Six opportunities include:

Napa to Vallejo and Jamieson Canyon Services - STA and the Napa County Transportation Planning Agency have ~~embarked on~~ haver completed a feasibility study for establishing passenger rail service from Napa to Vallejo and from Napa to Suisun City. The findings of this study will ~~identify~~ identified the potential patronage potential as well as investment requirements needed to implement these services.

Vacaville/Fairfield-Solano- Oakland - Sacramento Commuter Rail Service - The Metropolitan Transportation Commission has studied transportation problems and potential BART extensions to Solano County on several occasions. Current patronage of Capitol Corridor trains indicates that there might be a commute market for this type of service. The STA, the Capitol Corridor and the counties of Contra Costa, Yolo, Sacramento and Placer are continuing to analyze ~~What might be the potential for commuter rail service coordinated with the intercity Capitol Corridor service?~~

Colfax/Auburn to Dixon Commuter Rail Service - Ten years ago, Placer County studied the feasibility of commuter rail service between Placer County and Davis. A ~~working~~ Steering Group has been organized to further explore the feasibility of this service. STA joined this group to explore the merits of extending the Davis service to Dixon. A key issue currently under study is the track capacity to accommodate commuter rail service through the Roseville area. Near-term service to Dixon appears promising if

track capacity issues can be resolved. In the longer-term future, extension of this commuter service to the Fairfield-Vacaville Station, Dixon and Benicia stations are being studied as part of the Oakland-Sacramento Regional Rail Study (also called sBART by the STA). area might prove successful and Contra Costa is being studied.

Solano to BART Commuter Rail Service (sBART) - A substantial demand for peak period commute travel exists and this demand is projected to increase in coming years. Commuter trains are a high capacity alternative commute mode, totally segregated from highway congestion problems. The potential for augmenting Capitol Corridor train service during peak hours linking with BART would also benefit Contra Costa and Alameda counties.

Super Capitol Corridor Service — Nine-Twelve trains in each direction are presently provided in Solano County during weekdays. Sixteen trains are planned and approved by UPRR. What might be the merits of 20 or more trains in each direction? The passenger commute rail service between San Francisco and San Jose/Gilroy currently operates at 40 trains per direction a day over its 50-mile (San Jose) to 80-mile (Gilroy) corridor. Aside from the track capacity issue, would the market benefit from increased levels of service?

High Speed Rail Service - The Bay Area to Sacramento corridor is not on the proposed High Speed Rail Plan. If it were, the chances are that the service would not stop more than once if that in Solano County.

Bus Plan Implications

Should one or of more of these potential new passenger rail services prove viable and should be implemented, adjustments would likely be needed to the proposed bus service plan.

FERRY SERVICES PLAN

High-speed ferry service between Vallejo and San Francisco began in 1986 with one 25-knot vessel. That service provided five round trips a day, including one commute run to San Francisco in the morning and a late afternoon return. Under threat of abandonment by the private sector as a result of continuing losses, the City of Vallejo agreed in 1988 to subsidize continuing operation of the service in its function as a "transit operator."

EXISTING FERRY SERVICE (VALLEJO BAYLINK)

Successful expansion of ferry service with borrowed vessels after the 1989 Loma Prieta earthquake led to the 1991 Vallejo Ferry Plan, the planning basis for the current Vallejo Baylink ferry and bus network. As a result of the adoption of the Ferry Plan, the City acquired federal, state and regional funds to move forward with implementation. The first step was the 1994 City acquisition of the M.V. Jet Cat Express, a 28-knot, 365-passenger vessel. The City selected Blue & Gold Fleet of San Francisco to operate the ferry service under contract.

Baylink ferries operate over a 24 nautical mile route between the Vallejo Ferry Terminal and the San Francisco Ferry Building. Several trips a day also stop at Fisherman's Wharf Pier 41. Seasonally (April through October), one morning trip is provided daily from Vallejo to Angel Island State Park with a return in the late afternoon. The running time for the basic Vallejo to San Francisco route is 53-55 minutes. The Jet Cat Express, the older back-up and weekend vessel, takes five to ten minutes longer to run the route.

The ferries operate from 6:00 a.m. to 8:30 p.m. (last return leaving San Francisco) on weekdays, with trips approximately once an hour during peak periods and every second hour off-peak.

Ferries provide eleven round trips a day, with five additional trips provided by bus.

On weekends and holidays, six round trips are scheduled in winter, and eleven during the spring, summer and early fall periods. Weekend schedules operate from 8:00 a.m. to 8:30 p.m. year round.

Because demand exceeded vessel capacity, Vallejo initiated supplemental Baylink bus service (Route 200) in June 1998, initially during the afternoon peak period, but presently including two morning (when needed) and four afternoon supplemental bus trips. Two additional night return bus trips were added at 7:30 and 10:30 p.m. to provide schedule flexibility for Baylink patrons.

Patronage

Ridership growth has been outstanding on the Baylink service. At this point, three and a half years after its initiation, ridership is constrained by commute period capacity. Up to 10 percent of monthly trips operate at capacity.

Ridership in 1997/98, the first year of two-vessel service, was 546,000, up 102% from the previous year. Table 12 summarizes annual ridership and the annual growth rate through the first few months of 2000/01. As should be noted, it has grown each year, even with the limit on commute capacity.

Table 12 - VALLEJO BAYLINK FERRY RIDERSHIP TRENDS

Year	Ridership	Annual Growth Rate
1996-97	269,700	
1997-98*	546,500	102%
1998-99	613,100	12%
2000-01	767,406	25%16% (year to date)
<u>2001-02</u>	<u>709,846</u>	<u>-7.5%</u>
<u>2002-03</u>	<u>655,080</u>	<u>-8%</u>

* Initiation of two vessel Baylink service.

About 2,600-3,000 weekday passengers currently use Baylink ferries and buses between Vallejo and San Francisco.

When a third vessel is placed in service, expected in midspring - 2004⁵, the current 11 weekday round trips will expand to 17-18, with five morning and afternoon commute trips, providing a 66% expansion of commute capacity, from 900 seats to 1,500. With three vessels operating, daily ridership is expected to top 4,000. A fourth ferry is anticipated for the 2007-08 fiscal year, but ridership patterns may require it sooner.

Passenger Information

About one half of current ferry riders reside in Vallejo. Ten percent of ferry riders reportedly reside in Benicia, ten percent in Napa, 6 percent in Fairfield, and three percent in Vacaville. Virtually all trips began or ended at the riders⁶home (home based trip) and nearly 90 percent are journey to work commute trips. Only two percent of ferry riders used buses to access the ferry terminal, with 71 percent drove alone, and 12 percent carpool.

At present, the Baylink service carries an average of between 90-110 passengers per trip. This is calculated by dividing daily ridership by the 22 daily service hours.

Facilities and Equipment

The 10,000 square foot Vallejo ferry terminal building was completed in 1988, and includes a waiting room, ticket office, restroom facilities, and concession areas. It was funded by a combination of local redevelopment and state funding. The terminal also has a high-capacity \$1.7 million dock completed in 1998-99, which allows rapid boarding and disembarking from both vessel doors.

The primary vessels used for the Vallejo Baylink ferry service are two 35-knot, 300-passenger catamaran ferries (M.V. Mare Island and M.V. Intintoli), designed by Advanced Multi-hull Designs of Australia and built by Dakota Creek Industries, Inc. of Anacortes, WA. They were acquired in 1997. The M.V. Vallejo, (renamed after a 2001 modification to the former Jet Cat Express), provides a back-up vessel with a capacity of 300 passengers and a 32 knot speed.

Vallejo currently uses an interim vessel maintenance facility at Mare Island. Berthing space, spare parts, a small shop, and operational offices are leased approximately one mile north of the ferry terminal.

Vallejo has selected Mare Island Building 165 as the permanent home of the Baylink ferry maintenance facility. This will allow for on-going maintenance needs of the expanding vessel fleet. Approximately \$3 million of the \$5 million project has been funded through a combination of federal, state, and regional funds. At completion, the project will include an upgraded maintenance dock and overnight docking facilities, fuel storage sufficient for a week of operations, maintenance and operations offices, and workshops and parts storage.

The Port of San Francisco has implemented phase 1 of Ferry Building terminal improvements, which upgraded the dock presently used for most trips to San Francisco. Vallejo is completing the permitting process for a new public dock at San Francisco Pier 43, Fisherman's Wharf, which will be available for all ferry services. It was funded by a \$2 million FHWA Section 1207 grant. A recently awarded Section 1207 grant will fund docking improvements at Angel Island State Park, also served by Vallejo Baylink service during spring and summer.

In 1999, Vallejo paved and lit the 700-space interim parking lot across Mare Island Way from the Vallejo Ferry Terminal. Capacity continues to be added to accommodate demands.

Policies

Current adult fares for the Vallejo-San Francisco ferry service (Baylink) are \$9.50 one-way/\$15.14 for a round trip (Daypass), or \$200 for a monthly pass. The fare for the Baylink monthly pass will increased to \$215 on April 4, 2004, as approved in a three-year budget by the City Council in 2002. This includes previously approved increases of \$.50, \$1.00, and \$10 respectively that were implemented January 2, 2001, as well as an additional fuel surcharge approved by the City Council in December 2000. Youth, senior, and disabled patrons pay \$4.75.50 each way.

The Baylink Daypass is good for all Vallejo Transit bus service as well as ferry service. A Baylink Monthly Pass offers a full month of travel on the ferries, Vallejo Transit buses and San Francisco MUNI. Vallejo Transit provides reciprocal transfers with connecting operators but this does not extend to the ferry service. Napa and Benicia provide bus connections to some Baylink trips.

Operating Costs

Baylink operating costs for FY00-01 were approximately \$6 million. Costs are expected to increase at approximately 3-4% annually although escalation of fuel prices in 2000-01 has caused an increase in the cost structure. Costs will increase when additional vessels are placed in service, with current projections showing increases in FY03-04 and FY08-09.

The primary determinants of the cost of operating Baylink service are the operating agreement with Blue & Gold Fleet and the cost of fuel. The former is based on a three-year agreement, with cost of living adjustments. The cost of fuel for a vessel is equal to 25-30% of operating costs, a higher proportion than for landside transit.

The present operating cost is approximately \$7 per passenger trip.

As with all Bay Area transit, farebox revenues are insufficient to cover all costs. However, the Baylink Ferry has demonstrated a strong financial performance. For fiscal year 1999-2000, operating cost for the Baylink service was approximately \$5.2 million, of which \$3.75 million came from fare revenue – approximately 72 percent. The previous year, fare revenues generated approximately 64 percent of the \$4.7 million operating budget. Additional operating support is derived from TDA revenues and Bridge Toll 5% funds, as well as several lesser sources. The estimate for the FY2000-01 year farebox recovery ratio was 77.7% is over 80%. This farebox recovery ratio

decreased to 73.4% in FY2001-02 and to 63.0% in FY2002-03 as a result of dramatic economic adjustments in late 2001 and a reduction of approximately 60,000 jobs in downtown San Francisco.

Capital Costs

~~The Vallejo SRTP has approximately \$8.1 million in programmed ferry projects, and \$45.5 million in unfunded projects. Major projects in the programmed category include the rehabilitation of the Jet Cat Express and the Pier 43 dock at Fisherman's Wharf. Together, they account for approximately \$5 million of the programmed projects.~~

Since publication of the SRTP, Vallejo has received commitments for \$10 million in funding commitments for the third vessel, and approximately \$16 \$45 million of state, federal, Regional Measure 2 and local funding for the design and construction of the intermodal facility, which is now estimated at \$35-52 million, rather than the \$15.5 million shown in the 1999 SRTP. Other future projects include dredging, programmed for every three years, maintenance facility improvements, and the fourth operating vessel ferry.

FERRY PLAN

The recommended ferry plan for Solano County is consistent with the 2010 vision outlined for Vallejo Baylink in Vallejo's 1999 Short Range Transit Plan Update. The plan is designed to carry 5,000 weekday ferry and bus passengers between Solano County (Vallejo) and San Francisco. Approximately 2,000-morning peak period trips and 2,000 afternoon/evening peak period trips are expected on a typical weekday in 2010. This is about double the current Vallejo Baylink ferry and bus patronage.

Currently, Baylink operates a fleet of three 300-passenger catamarans. Two vessels are in service at any given time. The third serves as a backup, to protect the reliability of the schedule, and to ensure that repairs and preventative maintenance are completed on a timely basis. Because of the 55-minute travel time in each direction between the Vallejo Ferry Terminal and the San Francisco Ferry Building, each vessel can provide a 120-minute headway. A total of 900 seats are currently provided between Vallejo and San Francisco between 6:00 a.m. and 9:00 a.m. The vessel assigned to the existing 6:00 a.m. departure from Vallejo also operates the 8:00 a.m. departure.

Service Plan

A schedule providing at least 2,000 peak seats requires a minimum of seven Baylink ferry trips between 5:30 a.m. and 9:00 a.m. Supplemental buses will be needed to round out available capacity, given that the earliest and latest trips leaving the Vallejo Ferry Terminal are unlikely to operate at the full capacity of a 300-passenger boat. A total of four boats (excluding a fifth, the spare) is sufficient to operate every half hour between 5:30 a.m. and 8:30 a.m., providing 7 trips with 2,100 seats. Buses would fill in at 0:15 and 0:45 minutes past the hour, providing an effective 15-minute headway between Vallejo and San Francisco during each peak period (e.g., 5:30 a.m. to 9:00 a.m., and 3:30 p.m. to 7:30 p.m.) Ferry service would be provided every hour midday on weekdays, and hourly all-day on weekends and holidays.

Buses would provide the added flexibility and capacity needed during "the peak of the peak" between 6:00 a.m. and 8:00 a.m. and 4:00 p.m. to 6:00 p.m. A minimum of one bus would run each scheduled time between ferries. However, additional buses can be added more easily than additional ferry boats and would be cost-effective if demand warranted. While every additional vessel beyond the proposed four in daily Baylink service (plus a spare) would cost \$10 million to purchase and more than \$1,000,000 annually to operate, bus capital costs for similar capacity would be about \$2.5 million. Annual bus operating costs for the same capacity as a boat would be about \$500,000 per year.

This program would have implications for capital and operating needs. The following summarizes the program needs required to supplement the service to achieve this level.

Capital Plan

The ferry service plan will require additional vessels, expanded maintenance facilities and terminal facility improvements.

Vessels - Vallejo's SRTP Vision for 2010 envisaged a fleet of five Vallejo Baylink ferryboats plus supplemental buses, carrying about 5,000 daily passengers. Service life replacement of several boats near the end of the 25-year Comprehensive Transportation Plan along with post ~~ten-year~~ ten-year operations, would require additional boats.

Maintenance Facility - Significant improvements would be required, including overnight mooring slips, fuel storage, equipment, etc. Estimated cost for this would be \$8-10 million (Robbins).

Parking/Intermodal - The current 700 spaces are planned to be replaced by a ~~1,400~~1,200 space garage plus intermodal improvements. Total project cost, including extension of Georgia Street, is estimated to be ~~\$52~~35 million.

With some reduction in the proportion of patrons accessing the terminal by driving alone (from current 75% of commuters and 44% of non-commuters to 65% and 35% respectively), total parking needs for 6,000 daily riders would be expected to be about 1,500 - 1,700 spaces, or ~~200-400~~ 300-500 in excess of that planned for the parking structure/intermodal center. Additional interim parking may be available north of Georgia Street, but it is not clear that long-term parking for more than ~~1,400~~ 1,200 spaces will be available without utilizing street parking. Vallejo is projecting that a monthly pass would include parking, but that others would pay for daily parking at the terminal. This should marginally improve mode split.

Redevelopment and terminal improvements should increase the number of patrons accessing on foot or bicycle, but increased transit use is also required. At present, fewer than 100 commuters use bus as their access mode, about 3-4% of commuters. This is projected to increase to 12%, or about 240 riders during the morning peak period. Improved pedestrian access will be provided between the Vallejo transit/transfer center and the ferry terminal, and additional regional service from Napa, Benicia, and Fairfield/Suisun City will be required. Service from Vacaville and Sacramento (perhaps on an hourly basis to match the basic schedule) would also generate some transit and ferry trips. This level of service and ridership would require additional fare equipment, signage, and bicycle storage. A designated kiss-and-ride area should also be provided.

Operating Needs

Baylink's operating expenses are projected to average \$28,000 per typical weekday (current dollars) for four boats in regular daily operation. This calculation projects 20 round trip sailings per day and an average operating expense of \$700 per vessel revenue hour of service. Maintaining Baylink's FY 2000-01 farebox recovery of 72% translates into a daily operating subsidy of about \$8,000. About \$2.5-\$3.0 million in annual subsidies would be needed to support service, including weekend service.

The potential to increase off-peak patronage and revenue relating to off-peak fare programs should be explored.

Benicia Service Strategy

Given the level of service and parking difficulties that may result from 6,000 daily riders accessing the Vallejo terminal, a secondary commute terminal in Benicia should be considered for the long-term future. If the Vallejo landside facility capacity begins to constrain growth in ferry ridership, a Martinez/Benicia combined ferry, being studied by the San Francisco Bay Area Water Transit Authority, might divert 5-10% of Vallejo ferry patronage (a portion of Benicia based riders). Cost of minimum ferry improvements in Benicia would be \$5-10 million for a dock, minimal terminal, and improving parking. Land acquisition for 2-3 acres of parking or a parking structure would increase the cost, and might only be possible at the Fifth Street site alternative that has been considered for Benicia.

Non-peak (midday and weekend) service from Benicia would compete with Vallejo service and take a portion of the market that would have adverse financial consequences for both services. Offering peak period only service from Benicia could work in conjunction with connecting bus transit that would accommodate patrons returning to Vallejo. The on-going Water Transit Authority studies will further assess the commute and non-commute potential for the Benicia service.

INTERCITY TRANSIT FOR SENIOR AND DISABLED (PARATRANSIT)

Solano County is experiencing an aging population, as are similar metropolitan regions throughout the country. The current percentage of the County population over 65 is expected to grow faster than any other Bay Area county. Solano County residents with disabilities are increasingly mobile and using accessible transportation in record numbers to access services. Between 2000 and 2020, the ADA paratransit eligible population is projected to more than double.

The Solano Transportation Authority (STA) considers the mobility needs of this growing paratransit population a priority. While there is a wide range of transportation services available, service gaps remain due to changes in traffic conditions, limitations on fixed-route service, program constraints, and eligibility limitations.

Specifically, there is a growing population of the frail elderly who are not considered to be ADA-paratransit eligible, yet experience mobility challenges.

Intercity paratransit services in Solano County are provided by Vallejo Transit and by Fairfield-Suisun City Transit. Benicia, Vallejo, Fairfield-Suisun, Dixon and Rio Vista also operate local paratransit services.

VALLEJO TRANSIT

Vallejo Transit contracts with a private operator to provide door-to-door ADA paratransit services in the southern portion of the county. The Runabout service continues to show ridership increases and the proportion of trip denials due to capacity scheduling conflicts is creeping up, although still quite low. Approximately 61 percent of the runabout passenger trips are to points within the City of Vallejo. Twelve percent of the passenger trips are between Benicia and Vallejo and the remaining 27 percent of passenger trips are to/from Vallejo and Benicia and other points. According to the most recent Short Range Transit Plan the average subsidy cost per passenger trip in FY 98/99 was nearly \$21. This average cost includes local as well as intercity trips. The intercity trips are longer and are more costly to provide. Similar to fixed route bus services, no Sunday paratransit services are currently provided.

FAIRFIELD-SUISUN TRANSIT (FST)

FST provides intercity paratransit services to the northern portion of Solano County under contract from STA. Ridership has remained steady over the past years, hovering around 4,000 annual riders. Cost per rider served is approximately \$25. No Sunday service is provided.

Requirements of the 1990 Americans with Disabilities Act (ADA)

The ADA requires transit operators to provide comparable service to those unable to use fixed route transit services. Under the ADA transit operators must provide comparable services as measured in terms of six criteria:

1. Service area

2. Response time
3. Fares
4. Service days and hours
5. Meet request for any trip purpose
6. No service limitations because of capacity constraints

Due to the high cost of providing this specialized door-to-door service many transit operators restrict use to those unable to use fixed route services. For longer distance trips, transfers from door to door onto fixed route services are often required. Commute fixed route transit services are exempt from the comparable service requirement.

RECOMMENDED PLAN

The STA has conducted a study entitled the "Solano County Senior and Disabled Transit Study." The Study provides an analysis of the transportation limitations faced by seniors and the disabled in the County and lists strategies to address service gaps.

Recommended strategies from the study are organized into short-term, medium-term and long-term strategies as follows:

SHORT TERM STRATEGIES

- Expand fixed route D driver sensitivity training and retraining
- Improved dissemination of bus schedules
- Identifyfication of opportunities for freeing up paratransit improved capacity
- Develop P procedures for same-day medical return trips
- Train Ssocial service staff training for on paratransit limits and application preparation
- Development of guidelines to ensure transit-oriented development
- Promoteione of deliveries from markets and pharmacies
- Change scheduled transit days
- Expand transit hours

Driver Wellness Programs

- Develop Casual carpool programs

MEDIUM-TERM STRATEGIES

- Include more Additional low floor buses in future fixed-route fleet purchases expansions
- Improve timed transfers between regional and local services
- Expand local service to connect Dixon and Vacaville
- Consolidate paratransit services
- Develop Feeder services from paratransit to core fixed routes
- Evaluate intercounty paratransit service
- Provide Partial subsidy of paratransit fares for low-income users
- Create Shopper Shuttles
- Create New volunteer driver programs
- Provide Free midday fixed-route fares on local service for seniors and the disabled
- Evening/weekend subsidized taxi service
- Provide fixed route Travel training for seniors
- Establish a travel information clearinghouse

LONG-TERM STRATEGIES

- Improve headways on Route 30
- Establish Sunday transit and paratransit service
- Convert some paratransit to Flex-route service
- Establish Service from Rio Vista to Pittsburg BART
- Create Driver Wellness programs

The proposed expansion of the intercity transit services including limited service on Sunday, will require expansion of ADA paratransit

INTERCITY TRANSIT ELEMENT

services, even though all fixed route transit services in Solano County are "fully accessible" (lift equipped buses). At present the ratios of peak deployment intercity service transit vehicles to intercity paratransit vehicles is about four to one. Four levels of service increase (linked to funding for paratransit fixed route service) are proposed.

YEAR 2030 SERVICE INCREASE/VEHICLE RATIO

Existing Service	8 vehicles
First Phase - 50% service increase	12 vehicles
Second Phase - 90% service increase	15 vehicles
Third Phase - 120% service increase	17 vehicles
Unconstrained Plan - 230% service increase	26 vehicles

As noted previously a limited trunk Sunday fixed route service is proposed. Paratransit services would also be required to serve demands within this service corridor. Where appropriate long distance trips should be accommodated in coordination with fully accessible fixed route services via transfers. Only ADA eligible riders should be served by the intercity paratransit service.

Where possible, partnership service should be explored with medical, government social service agencies and private developers. For example, Kaiser HMO should participate with the fare subsidy of its patients and retirement village developers should be urged to sponsor paratransit services for residents of their projects.

Please refer to the STA's recently completed "Solano County Senior and Disabled Transit Study" for more detailed data and recommendations on the demand and need for expanded paratransit services over the next 25-30 years.

INTERCITY TRANSIT SUPPORT SYSTEM ELEMENTS

Provision of a seamless and accessible transit system will involve expansion of park-and-ride facilities and upgrading intermodal transit centers.

PARK AND RIDE FACILITIES

Existing Conditions

There are about a ~~dozen~~ fifteen formal park-and-ride locations in Solano County and a number of informal locations (Table 13). Vallejo maintains a large park-and-ride lot at the ferry terminal and a medium size lot at the York and Marin Transit Center. Surveys conducted in September 2000 indicated that the Curtola, Suisun City, and Vacaville's Regional Transportation Center were full with some spillover parking on adjacent streets. The Curtola park-and-ride lot in particular seriously lacks capacity. Since this survey the economic downturn appears to have slightly reduced demand, but the Curtola lot continues to be seriously oversubscribed and the Suisun City lot also continues to have overflow demand. Typically, 20 to 30 cars are parked at each of the informal Red Top Road and American Canyon Road I-80 interchange park-and-ride areas. Commuters also park in private off-street parking lots and along public streets near popular bus routes.

Since the first Intercity Transit Element was approved in 2002, an additional approximately 650 park and ride spaces have been or are in the process of being constructed by the end of 2004.

Future Park and Ride Demands

The future demand for park-and-ride facilities will be determined by a number of factors. Paramount among these factors will be the expansion of High Occupancy Vehicle (HOV) facilities into the County, the levels of Single Occupancy Vehicle (SOV) general flow traffic lane congestion, the attractiveness of public transit services and the locational convenience of the park-and-ride lot locations for commuters. Several of these key factors will be were addressed in the I-80/680/780 Transit Corridor Study proposed recently completed by the STA. A major challenge for intercity bus service use of HOV lanes historically has been access. HOV lanes tend to be located in the center median lanes, which are difficult for express buses to use, since express buses often must make stops at major freeway interchanges to serve passengers. Some HOV systems provide direct HOV only ramps to/from the center median HOV lanes and minimize these access challenges. Where possible direct ramps should be considered in the planning of Solano County HOV facilities. Two specific direct ramps were proposed as part of the I-80/I-680/I-780 Transit Corridor Study.

Park and Ride Siting Principles


Successful park-and-ride lots are generally located as follows:

- Upstream of major points of congestion
- Upstream of HOV facilities
- Upstream of toll facilities
- At major junctions of transit routes
- Upstream for long distance highway segments
- Along intercept paths to freeways, particularly high visibility sites near freeway

The Curtola park-and-ride site exemplifies most of these criteria and with the completion of the I-80 HOV system between the Carquinez Bridge and the Bay Bridge, it will meet all of the criteria.

|

Table 13 - SOLANO PARK-AND-RIDE FACILITIES COMMUTER INFORMATION

City	Location	Spaces
Benicia	East Second St. & East S St. at I-780	15
Cordelia	Green Valley Rd. at I-80	65
Dixon	Market Ln. at Pitt School Rd.	89 100
Dixon	B St. at Jackson (Future Capitol Corridor Station)	114
Fairfield	Magellan Cadenasso Dr. near West Texas at I-80 (Phase 1)	400
Fairfield	Cadenasso Dr. near West Texas at I-80 (Phase 2)	234
Fairfield	Kmart at North Texas & Air Base Pkwy	48
Suisun City	Main St. at Route 12	80 250
Vacaville	Cliffside at I-80	60 129
Vacaville	Leisure Town Road at I-80	46
Vacaville	Davis St. at I-80	250
Vacaville	Bella Vista Road and I-80	201
Vallejo	Benicia Rd. at I-80	13
Vallejo	Curtola Parkway & Lemon St. at I-80 (NW)	379
Vallejo	Curtola Parkway & Lemon St. at I-80 	64
Vallejo	Magazine St. at I-80	24 19
Vallejo	Intermodal Center at Mare Island Way & Georgia St.	650
<u>Total</u>		<u>2977</u>

It should be noted that park-and-ride sites do not need to be owned and constructed by public agencies, some transit operators contractually agree to share underutilized weekday private parking resources. Privately owned parking lots are often not fully utilized

during time periods needed by commuters (6 a.m. to 6 p.m. on weekdays). Shared use agreements can be employed to allow commuters to use these empty parking spaces. The agreement can involve community goodwill, advertising benefits and/or money. The use of private parking is simplest at locations that do not require buses to enter the parking lot (on-street loading). Possible candidates for shared use parking include the Brendan Theater lot in Vacaville, the Target shopping lot adjacent to the new Fairfield Transportation Center and private lots in central Rio Vista.

Proposed Major Expansions of Existing Facilities

Major expansions are proposed for the Vallejo Ferry Intermodal Center and to the Curtola park-and-ride lot. Expansions to the Suisun City (Amtrak) lot, the Vacaville Regional Transportation Center lot, the Fairfield Transportation Center lot and Dixon Downtown lot are also proposed.

Vallejo Baylink Intermodal Center - Planning has been completed for the 1,200 spaces park-and-ride garage to serve expansion of the Baylink ferry service.

Curtola Park and Ride Lot - Demand for this lot is seriously over available capacity. It is used by both rideshare commuters and transit riders and has a near ideal location at the junction of two major commute corridors. Completion of the westbound I-80 HOV lanes from the Carquinez Bridge to Highway 4 will further increase demand and worsen current problems.

The proposed plan is to construct a 1,200-space parking structure on the west end of the site and to consolidate the bus loading at the eastern end of the site. A new traffic signal would be installed on Curtola Parkway to improve access and to allow buses destined to Downtown Vallejo to directly exit onto Curtola Parkway. Currently these buses must double back to Lemon Street. The increased parking supply also requires increased driveway access to support it. Location of bus loading facilities at the eastern end of the site is proposed to enhance pedestrian accessibility and to increase visibility. The transit center element of the project is intended to serve Greyhound buses, which can have long dwell times and intercity express buses, which only stop long enough to load and unload passengers. Prepayment of fares could be considered for this high passenger activity location. Real time passenger information is also recommended for this site. The parking structure would be four levels and would be constructed in two phases in order to minimize parking loss during construction. Access to the PG&E

yard would be maintained. The estimated cost for this project is \$12 million. During construction of the garage, an interim replacement facility should be identified. One possibility is the site that is located on the south side of Curtola Parkway at Sonoma Boulevard.

~~Caltrans has suggested construction of a 1,000-space garage on the present site. A more ambitious approach would be to construct a garage between Lemon Street and the freeway for transit users and designate the current lot for rideshare commuters. Locating the garage nearer to the freeway might eliminate the need for buses to exit the freeway in order to pick up and drop off passengers and combined with an extension of the westbound HOV lane to the Curtola Parkway/I-780 interchange could be more attractive to transit riders. The bus transit park and ride parking garage might possibly be included as an element of an overall program to upgrade the interchange.~~

Fairfield Transportation Center - The recently constructed parking garage is successfully operating near its capacity. Phase II of the project would add a surface lot and expand capacity by 200 spaces. Phase III would add an additional 6400 spaces for a total of 1,2000 spaces, (refer to I-80/I-680/I-780 Transit Corridor Study).

Vacaville Regional Transportation Center Street Lot - This lot presently operates near its capacity. The proposed nearby Bella Vista park-and-ride lot project (nearing completion in fall 2004) ~~would will~~ expand capacity at this interchange and help support future demands.

Expansion of Suisun City Amtrak Station Lot - Land is available within the Caltrans right-of-way for expansion of the current park-and-ride lot. This expansion is fully funded and should serve the slight overflow demand conditions today as well as support increased Capitol Corridor patronage in the future.

Expansion of Suisun City Amtrak Station Lot - Land was available in the Caltrans right-of-way for expansion of the park and ride lot. The expansion was completed in 2003 and helped handle the overflow demand conditions that were occurring as well as support the Capitol Corridor patronage in the future.

Dixon Downtown Lot – The City has completed Phase I of the Downtown intermodal project. Demands at this lot will increase significantly when commuter rail service is established to Sacramento and Oakland. The timing of the Phase I parking lot expansion therefore depends on the timing for passenger rail service. The station concept needs to be reviewed to reflect the UPRR's current preferences for station facilities.

New Highway and Bus Transit Oriented Park-and-Ride Lots

New highway oriented park and ride lots are proposed at:

I-80 Corridor

Based on the I-80/680/780 Transit Corridor Study, ~~Seven or eight~~ nine new or expanded long-range park-and-ride lots are proposed for the I-80 Corridor to accommodate the projected 2025 2030 transit and ridesharing demands. Two would be located in Dixon, ~~one~~ two in Vacaville, ~~three~~ three in Fairfield and two in Vallejo.

- Dixon – North First Street/SR-113
- Dixon - West A Street
- Vacaville – Leisure Town Road Vacaville Intermodal Center
- Vacaville – Nut Tree Development Bella Vista Park and Ride
- Fairfield – North Texas Street
- Fairfield – I 80/I 680/SR-12 interchange redesign
- Fairfield - Red Top Road (to replace Green Valley Road Park and Ride)
- Fairfield- Fairfield Transportation Center
- Vallejo – Turner Road (near State Route 37 and Fairgrounds)
- Vallejo – Expansion of Curtola Parkway Park and Ride lot

These new facilities would complement current lots located at Pitt School Road, Davis Street, Cliffside Drive, West Texas Street (Fairfield Transportation Center), Green Valley Road, Benicia Road, Curtola Parkway and Magazine Street. The North First Street lot and

West A Street lot would be well located to serve east and west oriented commuters respectively from Dixon. The Leisure Town Road lot is located to serve east-oriented commuters from eastern Vacaville.

The Nut Tree site is conveniently located near the junction of I-50580 and is recommended to be explored as an element of the proposed redevelopment of the Nut Tree area. The North Texas Street lot is well located to serve east and north oriented commuters from eastern Fairfield. With the planned reconstruction of the I-680 interchange, opportunities to expand park-and-ride facilities and incorporate direct bus access to it should be explored.

The Red Top Road project would be simply an upgrade and expansion of the current ad hoc park and ride facility. Establishment of a park-and-ride facility at Turner Road Overcrossing (near the SR 37 junction) ~~might~~ should be explored in conjunction with the Napa passenger rail study retail proposals being developed on a portion of the fairgrounds. ~~The rail tracks cross SR 37 at a logical train station stop.~~ Should this not prove feasible a park-and-ride lot should be explored along SR 37 between SR 29 and Wilson Avenue.

I-680 Corridor

Two new park-and-ride lots are proposed for the I-680 Corridor.

- Gold Hill Road (Fairfield)
- Vista Point and Benicia Intermodal Center near Lake Herman Road

The Gold Hill Road site would serve commuters in the Cordelia area southbound on I-680. The Benicia Intermodal site near Lake Herman Road is seen as the initial phase of development leading to establishment of a passenger rail station at this location. Improved access from I-680 is desired in conjunction with this project.

I-780 Corridor

In addition to the Benicia Intermodal site ~~which site that~~ serves commuters in this corridor, a three new park-and-ride lots are recommended along the I-780 Corridor, located at Rose Drive and Columbus Parkway is proposed. Both Rose Drive and Columbus Parkway are important commute routes.

- West Military and Southampton

- Columbus Parkway and Rose Drive
- East H Street

SR-12 Corridor

~~Two~~ Three park-and-ride lots are proposed for the Rio Vista and Suisun City segment of State Route 12.

- Rio Vista – State Route 12 and Church Street
- Rio Vista – Downtown near Main Street
- Suisun City - SR 12 near Walters Road (to serve the new residents along Walters Road and the Lawler Ranch areas)

The Church Street lot would serve residents located in the westside of the City and the Main Street site would serve residents located closer to downtown. Commuters prefer to use lots located near their home. The Main Street lot could be a shared use lot by an agreement with private property owners. The new Suisun City lot could also provide a stop for express bus service to the Suisun City Amtrak train station and other commuter destinations.

INTERMODAL BUS TRANSIT ORIENTED CENTERS

The proposed intercity bus service plan described in Chapter 2, could be most attractive to passengers if delays at interchange bus stops could be minimized without the loss of pedestrian and local feeder bus access connections to the freeway intercity bus stops. Desirably the freeway bus stops should function much like station stops serving passenger rail services. Figure 8 in Chapter 2 identifies desired locations for bus station stops. These locations include:

- I-80 and North First Street in Dixon
- ~~I-80 and I-505 in Vacaville~~
- I-80 and Davis Street and Allison/Ulatis in Vacaville
- I-80 and North Texas in Fairfield
- I-80 and West Texas in Fairfield Transportation Center

- Red Top Road in Fairfield
- I-80 and I-680 in Cordelia
- I-80 and I-780/Curtola in Vallejo
- I-680 and Industrial Park and Lake Herman Road in Benicia
- I-780 in Downtown Benicia

On going planning for the I-80/I-680/SR-12 interchange located in Fairfield should specifically explore opportunities to integrate an express bus transit center into its design. The North Connector Road appears to provide the best opportunity for this new transit hub. This location could efficiently serve most all of the proposed new intercity routes including the new Highway 12 bus route and new Sacramento express bus route.

INTERMODAL FERRY AND RAIL CENTER FACILITIES

Solano County presently has one passenger rail station and one ferry terminal. The City of Fairfield and City of Vacaville are in the process of planning a second passenger rail station working with the STA. As described in the "Ferry Services" section, the Baylink ferry terminal in Vallejo is planned for major improvements, which include added parking and bus transit interface improvements. Planning for the expansion of the parking facilities at the Suisun City Station is also well advanced.

Fairfield/Vacaville Intermodal Train Station

Conceptual planning has advanced for development of a station at the Peabody Road crossing of the Capitol Corridor/UPRR tracks. Recent direction from the UPRR appears to require increased costs a center platform for the station development. Revised track plans were submitted to the Union Pacific in fall 2004.

Benicia Intermodal Train Station

Development of a new train station near Lake Herman Road appears to have promising patronage potential. A station at this location was rated to be as promising as the Fairfield/Vacaville site, except it required a longer period of time for development. Thus, once the new Fairfield/Vacaville station is completed and demonstrates its patronage success, advancement of the Benicia Station should follow—. The City of Benicia is considering alternate site locations for this project.

Dixon Intermodal Train Station

STA is coordinating with Sacramento area agencies exploration of the feasibility of commuter rail services between ~~Placer County and Solano County~~ Oakland and Sacramento. This service and perhaps Capitol Corridor passenger rail service potentially could serve the new Dixon Intermodal Transportation Center, which is now under development.

Benicia Intermodal Ferry Terminal

1. The City of Benicia has indicated an interest in new ferry service to the Downtown waterfront. Between \$5 and \$10 million is estimated to be required to provide a viable ferry dock downtown. The Water Transit Authority is reportedly investigating the potential and improvement dock needs in Benicia.

~~1. APPENDIX A - POLICY OBJECTIVES~~

~~1. Objective A - Provide intercity public transit services with convenient access to developed areas of the county.~~

~~1. Objective A Policy Actions:~~

~~1. Provide intercity service coverage with convenient access for the County's population~~

~~1. Provide basic non-commute oriented intercity services seven days a week~~

~~1. Provide hours of service weekday service coverage as needed~~

~~1. Meet ADA requirements for fully accessible intercity services~~

~~1. Provide linkages to all major travel and commute destinations within and outside Solano County~~

~~1. Objective B - Provide improved and new services to maximize usage and minimize traffic congestion.~~

~~1. Objective B Policy Actions:~~

~~1. Maximize intercity patronage~~

~~1. Provide reliable service~~

~~1. Provide competitive travel times to automobile travel~~

~~1. Provide convenient access to intercity service stops~~

~~1. Provide comfortable, safe and passenger friendly stop facilities~~

- 1. Provide easy to remember frequent service
- 1. Define fare policy for easy payment and affordable fares, incorporating the new TransLink technology and addressing the needs of low and moderate income persons
- 1. Provide a choice of mode in the I-80 and I-680 corridors
- 1. Support congestion relief objectives
- 1. Set priorities for new intercity transit and countywide paratransit services
- 1. Set new intercity and commuter rail service priorities

1. Objective C – Provide efficient intercity transit services to maximize ridership and cost effectiveness.

1. Objective C Policy Actions:

- 1. Prioritize capital investment to favor riders per dollar and coverage equity
- 1. Minimize Operating and Maintenance costs per vehicle-mile, vehicle-hour, passenger and passenger mile served
- 1. Balance service supply with passenger demands
- 1. Coordinate intercity services with other regional providers
- 1. Encourage use of high capacity alternative travel modes
- 1. Provide funding for priority countywide transit services

1. Objective D – Integrate intercity services with local transit and other modes to provide a seamless multi-modal transportation system.

1. Objective D Policy Actions:

- 1. Provide safe and convenient pedestrian access to intercity service stops
- 1. Provide for bicycle carry-on for bus/train/ferry and bicycle lockers at key stops
- 1. Structure service around time transfer hubs/stations to maximize transfer opportunities
- 1. Configure HOV facilities to be transit accessible and maximize usage of these facilities
- 1. Develop countywide HOV system and priorities for implementation

~~1. Coordinate Solano County service plan and operations with other providers in the Region~~

~~1. Coordinate passenger information and marketing efforts~~

~~1. Coordinate fare and transfer policies~~

~~1. Study the feasibility of consolidating transit providers in Solano County~~

~~1. Objective E - Address Environmental Justice issues as part of the transit programs.~~

~~1. Objective E Policy Actions:~~

~~1. When improving and expanding various transit services, the transit operators should address the needs of low and moderate income persons whenever feasible~~

~~2.1. Support proposals of the Solano Works (Welfare to Work) program whenever feasible~~



DATE: November 11, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Mike Duncan, Director for Projects
RE: STIP-TIP Financial Constraint

Background:

The Transportation Improvement Program (TIP) is the primary spending plan for federal funding expected to be available to the Bay Area or any other specific region. The Metropolitan Transportation Commission prepares the TIP for the Bay Area every two years based upon information available from the state and the federal government regarding the projected availability of funding. The TIP must be financially constrained; that is, project funding by fiscal year must coincide with the projected availability of funds.

Due to the state budget crisis and the impacts on transportation funding, in August 2003, after the legislature approved the governor's FY 2003-04 State Budget, the Federal Highway Administration (FHWA) declared all TIPs in California financially unconstrained and froze the TIPs until each region could demonstrate financial reconstraint with respect to the State Transportation Improvement Program (STIP) and the Traffic Congestion Relief Program (TCRP) funding.

In February 2004, MTC was the first of only four regions in California to "reconstrain" the TIP. This action allowed the region to proceed with formal TIP amendments (which were needed for \$300 million in FTA actions), while other regions were unable to approve any formal amendments from August 2003 through the adoption of their 2005 TIPs in October 2004. MTC was able to reconstrain the TIP by moving the funding for some projects to later fiscal years to coincide with transportation funding estimates in the governor's budget.

Discussion:

Due to the ongoing state budget problems, the FHWA may once again determine that the TIP is no longer financially constrained if some or all of the following should occur:

- The California Transportation Commission (CTC) continues to defer FY 2004-05 allocations;
- the Governor delays the Transportation Investment Fund (TIF) transfer to the State Highway Account (SHA) once again in the FY 2005-06 budget;
- the legal challenge to AB 687 (Indian gaming funding) results in an unfavorable decision for the State;
- funds as a result of the Indian gaming bonds and the ethanol fix end up in the SHOPP rather than the STIP;
- and/or the CTC defers part or all of the FY 2005-06 STIP allocations.

MTC staff has proposed a strategy to preempt what appears to be inevitable and to reconstrain the Bay Area TIP while the TIP Air Quality Conformity Analysis is underway in conjunction with adoption of T-2030. Although the outcome of several of the funding uncertainties identified above will not be known until the adoption of the FY 2005-06 State Budget and STIP Fund Estimate in August 2005, there is high probability that impacts to transportation funding will once again cause the FHWA to determine that the TIP is not financially constrained. Since MTC will not be performing another Air Quality Conformity Analysis until the 2007 TIP update in July 2006, MTC staff is proposing to shift STIP funding in the TIP now to align the funding closer to what may actually be available, using the Air quality conformity analysis currently underway for T-2030. By doing so, MTC can show a financially constrained TIP and be able to move forward with formal TIP amendments as needed. MTC staff has consulted with FHWA, Caltrans HQ Federal Programming and CTC staff, and received tentative approval of this proposed strategy.

This overall strategy proposes to move all STIP funds in FY 2004-05 to FY 2005-06 of the TIP (except GARVEE, Caltrans Right of Way, Caltrans Support and Transportation Enhancement funds), move the FY 2005-06 STIP funds into FY 2006-07 (except GARVEE and TE) and move an amount equivalent to the displaced FY 2005-06 funds from FY 2006-07 to FY 2007-08. Basically the impacted STIP funds in the TIP will be reduced to Zero in FY 2004-05, cut 50% in FY 2005-06, and held at the current adopted STIP amount in FY 2006-07.

MTC staff limited projects for movement from FY 2006-07 into FY 2007-08 to those projects that already have local funding on the project (including RM-2 funds) that can be used prior to the STIP funds, thus allowing the project to remain in the three years of the TIP (FY 2004-05 through FY 2006-07). Should STIP funds become available sooner than expected (extremely unlikely), only an administrative TIP amendment would be needed to change the fund source so the STIP funds are available earlier. Both FHWA and Caltrans HQ Federal Programming agree only an administrative TIP amendment would be needed to change the fund source.

CTC staff has assured MTC that these actions for the TIP will not impact the priorities of the programming of the funding in the STIP since MTC is not proposing to move any funds in the STIP - just in the TIP for financial constraint purposes only. This action will not impact the priority, deliverability or fundability of these projects, as these projects will remain in the three years of the TIP and may be allocated/advanced at any time.

The two attachments (one for the RTIP and one for the ITIP) show the proposed changes as shaded areas as will be reflected in the reconstrained TIP. The STIP is not being changed by this proposal.

For Solano County, the following projects have been adjusted to reconstrain the TIP:

- Westbound HOV lane, SR 29 to Carquinez Bridge
- Vallejo Ferry Terminal Parking
- North Connector
- Bahia viaduct track and bridge upgrade
- Fairfield-Vacaville Rail Station.

The HOV lane project was moved one year to coincide with the delay of the HOV lane project in Contra Costa County from the Carquinez Bridge to SR 4. The other projects have other funding, including RM-2 funding, to advance the projects until the STIP funds become available.

Recommendation:

Informational.

Attachments

- A. 2004 STIP Approved by STA Board in April 2003
- B. Adjustments to RTIP Projects
- C. Adjustments to ITIP Projects

**2004 State Transportation Improvement Program (STIP)
For Solano County**

Solano Transportation Authority

(Approved by STA Board April 14, 2004)

Projects	2002 STIP				2004 STIP				Total
	FY03/04	FY04/05	FY05/06	FY06/07	FY04/05	FY05/06	FY06/07	FY08/09	
Planning, Programming & Monitoring (STA) Pending	75.0				75.0				75.0
Planning, Programming & Monitoring (MTC) Pending	26.0				26.0				26.0
Planning, Programming & Monitoring (STA)					50.0	51.0	51.0	120.0	323.0
Jepson Parkway between SR 12 and I-80	4,650.0						3,550.0		3,550.0
Jepson - Walters, Vanden & Leisure Town Roads		250.0		6,900.0			250.0	3,900.0	7,150.0
Jepson - Vanden		2,400.0	5,500.0				2,400.0	5,500.0	7,900.0
Jepson - Walters Extension			3,300.0					3,300.0	3,300.0
Road Rehabilitation (8 Separate Projects)									
- Benicia, West "K" Street Overlay (\$154K)				154.0			154.0		154.0
- Dixon, South Lincoln Street Overlay (\$105K)				105.0			105.0		105.0
- Fairfield, Hillborn Pavement Improvements (\$364K)				364.0			364.0		364.0
- Solano County, Various Roads Overlay (\$393K)				393.0			393.0		393.0
- Stinson City, Pavement Rehabilitation (\$140K)				140.0			140.0		140.0
- Vacaville, Nut Tree Road Resurfacing (\$342K)				342.0			342.0		342.0
- Vallejo, Lennon Street Rehabilitation (\$428K)				428.0			428.0		428.0
- Rio Vista, Front Street Rehabilitation (\$74K)				74.0			74.0		74.0
Fairfield Vacaville Rail Station	125.0	2,125.0				125.0	2,125.0		2,250.0
Bahia Viaduct	1,000.0						1,000.0		1,000.0
Benicia Intermodal Transportation Station	225.0	1,100.0				225.0	1,100.0		1,325.0
I-80/680/12 Interchange Improvements			7,200.0	4,535.0		2,000.0	3,500.0	2,900.0	11,412.0
Vallejo Station		1,200.0	3,000.0	3,100.0		1,200.0	3,000.0	3,100.0	7,300.0
Vallejo Ferry Maintenance Facility	425.0					425.0			425.0
CMAQ Match Reserve	178.0						178.0		178.0
SR 37 Mitigation Planting			428.0			428.0			428.0
Extend I-80 HOV from Carquinez Bridge to SR 29						1,500.0			1,500.0
Totals	6,704.0	7,075.0	19,428.0	16,535.0	151.0	5,954.0	19,154.0	14,551.0	50,142.0
"Fair-share" amount available to Solano County					1,481.0	14,331.0	12,124.0	11,882.0	10,324.0
Yearly amount over (+) or under (-)					-1,330.0	-8,377.0	7,030.0	2,669.0	8.0
Cumulative amount over or under					-1,330.0	-9,707.0	-2,677.0	-8.0	0.0
TE - Reserve Lump Sum						1,629.0	578.0	590.0	3,398.0

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Projects Currently Programmed or Voted Since July 1, 2003 (excluding ITE)																					
NS	Reg	County	Agency	Rte	PNNO	Project	Voted	Total	Prior	Project Totals by Fiscal Year			Project Totals by Component								
										FY05	FY06	FY07	FY08	FY09	R/W	Constr	E & P	PS&E	R/W Sup	Con Sup	
N	25-74	Alameda	Caltrans	880	16F	HOV 3.5 Co Line-Avarado/Viles (02S-74A)	Aug-03	11,047	11,047	0	0	0	0	0	11,047	0	0	0	0	0	0
N	99	Alameda	Caltrans	60F	Emeryville, Ashby/Bay Interchange, env			500	500	0	0	0	0	0	0	0	0	600	0	0	0
N	02S	Alameda	Caltrans	80	69N	Southwell, Berkeley Aquatic Park		2,986	0	0	0	0	0	2,986	0	0	2,554	0	251	0	181
N	02S	Alameda	Caltrans	84	1017	Extend Dumbarton HOV ins to Rt 880, R/W		935	655	0	280	0	0	0	250	0	280	375	30	0	0
N	02S	Alameda	Caltrans	84	1018	HOV on ramp at Newark Bl, R/W		755	475	0	280	0	0	0	250	0	175	300	30	0	0
N	99	Alameda	Caltrans	84	81D	4th expressway (Measure B, \$46,000)		10,000	0	0	0	0	0	10,000	0	10,000	0	0	0	0	0
N	02S	Alameda	Caltrans	238	96A	Reconstruct, widen, RT 580-RT 880 (02 STIP)		35,059	6,846	0	0	0	28,213	0	0	0	0	0	0	0	0
N	02S	Alameda	Caltrans	580	117	Soundwell, Livermore, Vasco Rd-First St		1,745	804	0	941	0	0	0	0	225	28,213	1,704	4,640	277	0
N	02S	Alameda	Caltrans	580	139B	RT 580 noise barrier, add to con		6,280	1,000	0	130	0	5,150	0	0	100	4,500	0	1,000	30	650
N	02S	Alameda	Caltrans	580	148A	Soundwell, Oakland EB, 14th Av-Ardley		122	122	0	0	0	0	0	0	0	0	39	73	10	0
N	25-74	Alameda	Caltrans	880	16S	Landscaping, SCI Co Line-Avarado/Viles (02S-74)		7,246	0	0	0	0	7,246	0	0	0	7,246	0	0	0	0
N	02S	Alameda	Caltrans	880	2009M	Mendocino Pkwy extension, widening, turn pockets		3,640	0	0	0	0	3,640	0	0	0	2,940	50	350	0	300
N	00	Alameda	Caltrans	880	42C	Broadway/Jackson Interch, design		6,223	6,223	0	0	0	0	0	1,900	0	0	3,608	2,615	0	0
N	02S	Alameda	AC Transit	bus	2009A	Maintenance facilities & equipment upgrades		3,705	0	0	0	0	3,705	0	0	0	3,705	0	0	0	0
N	02S	Alameda	AC Transit	bus	2009B	Expand satellite-based tracking communications		1,000	0	0	0	0	1,000	0	0	0	1,000	0	0	0	0
N	02S	Alameda	AC Transit	bus	2009C	Berkeley/Oakland/San Leandro transit service study		2,700	0	0	0	0	2,700	0	0	0	0	0	2,700	0	0
N	02S	Alameda	AC Transit	bus	2009D	Bus component rehabilitation		4,500	0	0	0	0	4,500	0	0	0	4,500	0	0	0	0
N	02S	Alameda	LAVTA	bus	2009K	Bus maintenance & operations facility		4,000	0	0	0	0	4,000	0	0	0	4,000	0	0	0	0
N	02S	Alameda	Union City	bus	2110	Union City Intermodal Station		7,007	0	0	720	0	4,004	2,283	0	0	11,800	0	0	0	0
N	25-74	Alameda	Caltrans	cash	16R	AB 3090 reimbursement (880 HOV)(02S-74A)		11,800	0	0	0	0	0	0	0	0	25,037	0	0	0	0
N	25-74	Alameda	Caltrans	cash	16Q	AB 3090 reimbursement (880 HOV)(02S-74B)		25,037	0	0	0	25,037	0	0	0	0	0	0	0	0	0
N	98	Alameda	MTC	loc	2100A	AB 3090 reimbursement (03-04 PPM)(02S-124)		86	0	0	0	0	86	0	0	0	86	0	0	0	0
N	02S	Alameda	Alameda (City)	loc	2009N	Tinker Av extension		4,000	0	0	0	0	4,000	0	0	0	4,000	0	0	0	0
N	02S	Alameda	Alameda Co	loc	2009L	Vasco Rd safety improvements		1,400	0	0	0	0	1,400	0	0	0	1,400	0	0	0	0
N	02S	Alameda	Oakland	loc	1022	RT 880 access at 42nd Av/High St, R/W		3,130	0	0	0	0	3,130	0	3,130	0	0	0	0	0	0
N	02S	Alameda	BART	loc	2103	Oakland Airport connector guideway (RTIP)		23,000	0	0	0	0	23,000	0	0	23,000	0	0	0	0	0
N	02S	Alameda	BART	loc	2009F	Repair leak under Lake Merritt Channel		2,000	0	0	0	0	2,000	0	0	2,000	0	0	0	0	0
N	02S	Alameda	BART	loc	2009G	Replace ADA tiles at platform edges		1,248	0	0	0	0	1,248	0	0	1,248	0	0	0	0	0
N	02S	Alameda	Emeryville	rail	2020	Emeryville terminal, parking garage (RTIP)(02S-87)		2,110	0	0	0	0	2,110	0	0	2,110	0	0	0	0	0
N	02S	Alameda	AC Transit	loc	2100B	AB 3090 replacement (component rehab, 2009D)		4,000	0	0	0	0	4,000	0	0	4,000	0	0	0	0	0
N	99	Alameda	AC Transit	loc	2100C	AB 3090 replacement (transmission rehab, 2113A)		628	0	0	0	0	628	0	0	628	0	0	0	0	0
N	04S	Alameda	MTC	loc	2100	Planning, programming, and monitoring		331	0	0	0	0	331	0	0	331	0	0	0	0	0
N	04S	Alameda	MTC/AOCMA	2179		Planning, programming, and monitoring		527	0	0	110	110	111	185	0	0	527	0	0	0	0
N	98	Contra Costa	Caltrans	680	295F	HOV in Marina Vista-N Main (from 2003 report)	Jun-02	42,277	42,277	0	0	0	0	0	0	0	0	0	0	0	0
N	98	Contra Costa	Caltrans	680	295F	HOV in Marina Vista-N Main (as corrected)	Jun-02	35,446	35,446	0	0	0	0	0	0	0	0	0	0	0	0
N	02S	Contra Costa	Caltrans	4	192E	Lovelock-Somesville, 8 lanes w/HOV (TCR #16.2)		27,000	0	0	0	0	27,000	0	0	0	0	0	0	0	0
N	02S	Contra Costa	Caltrans	24	57A	Caldecott Tunnel 4th bore (RTIP)(TCR #15)		2,000	0	0	0	0	2,000	0	0	0	0	0	0	0	0
N	02S	Contra Costa	Caltrans	80	261F	Westbound HOV lanes, RT 4-Carquinez Bt (RTIP)		5,000	0	0	0	0	5,000	0	0	0	0	0	0	0	0
N	00	Contra Costa	Caltrans	680	274H	Aux lane, Danville Seg 1, San Ramon seg 3 (02S-69)		9,000	0	0	0	0	9,000	0	0	0	0	0	0	0	0
N	02S	Contra Costa	Richmond	bus	2011E	Richmond Pkwy park & ride, transit access		8,700	0	0	0	0	8,700	0	0	0	7,400	0	1,650	50	1,550
N	98	Contra Costa	MTC	cash	2118A	AB 3090 reimbursement (03-04 PPM)(02S-124)		53	0	0	0	53	0	0	0	0	53	0	0	0	0
N	02S	Contra Costa	Antioch	loc	2011A	RT 4 Hillcrest Av EB off ramp, widen		2,250	0	0	0	0	2,250	0	0	0	2,250	0	0	0	0
N	02S	Contra Costa	CCTA	loc	192F	RT 4 widening, Somersville-RT160, design		2,618	0	0	0	0	2,618	0	0	0	0	0	2,618	0	0
N	02S	Contra Costa	CCTA	loc	298E	RT 680/4 interchange, NB 680 to WB 4		5,500	0	0	0	0	5,500	0	0	0	1,150	0	350	0	0
N	02S	Contra Costa	BART	loc	2011D	Pittsburg-Bay Point terminal zone, tumbuck		1,500	0	0	0	0	1,500	0	0	0	2,000	0	0	0	0
N	02S	Contra Costa	BART	loc	2011G	Add parking level @ Richmond BART station		2,000	0	0	0	0	2,000	0	0	0	0	0	0	0	0
N	02S	Contra Costa	Hercules	loc	2011F	Hercules interch station (State only)(TCR #12)		3,000	0	0	0	0	3,000	0	0	0	0	0	0	0	0
N	02S	Contra Costa	Martinez	rail	2011J	Martinez Amtrak station parking		2,000	0	0	0	0	2,000	0	0	2,000	0	0	0	0	0
N	02S	Contra Costa	Antioch	loc	2011C	AB 3090 replacement (RT 4 Hillcrest)(02S-110)		250	0	0	0	0	250	0	0	0	250	0	0	0	0
N	02S	Contra Costa	CCTA	loc	2011L	AB 3090 replacement (Relex Valley Rd walkway)		109	0	0	0	0	109	0	0	0	109	0	0	0	0
N	02S	Contra Costa	CCTA	loc	2011M	AB 3090 replacement (Danville Oak Hill Park)		62	0	0	0	0	62	0	0	0	62	0	0	0	0
N	02S	Contra Costa	CCTA	loc	2011N	AB 3090 replacement (Martinez Bay Trail)		300	0	0	0	0	300	0	0	0	300	0	0	0	0
N	02S	Contra Costa	CCTA	loc	2118G	AB 3090 replacement (Vasco Rd TCR #27)		2,500	0	0	0	0	2,500	0	0	0	2,500	0	0	0	0
N	02S	Contra Costa	Richmond	loc	9878A	AB 3090 replacement (station)(RTIP)(02S-129)		2,100	0	0	0	0	2,100	0	0	0	2,100	0	0	0	0
N	04S	Contra Costa	MTC	2118		Planning, programming, and monitoring		215	0	0	0	0	215	0	0	0	215	0	0	0	0
N	96S	Marin	Caltrans	101	342L	Reversible HOV, segments 2.3.4 (96 gr)		18,392	0	0	0	0	18,392	0	0	0	0	0	0	0	0
N	98	Marin	Caltrans	101	342L	Reversible HOV, segments 2.3.4 (RTIP)		17,271	6,000	0	0	0	0	0	0	0	18,392	0	0	0	0
N	02S	Marin	Caltrans	101	342L	Reversible HOV, segments 2.3.4 (RTIP)		7,473	0	0	0	0	7,473	0	0	6,000	11,271	0	0	0	0
N	02S	Marin	Caltrans	101	360F	Novato-Petaluma, widen to 6 in tw (RTIP)(TCR #18)		2,200	0	0	0	0	2,200	0	0	0	7,473	0	0	0	0
N	98	Marin	MTC	cash	2127A	AB 3090 reimbursement (03-04 PPM)(02S-124)		18	0	0	0	0	18	0	0	0	0	2,200	0	0	0
N	04S	Marin	Marin CMA	2127C		Planning, programming, and monitoring		110	0	0	0	0	110	0	0	0	18	0	0	0	0
N	04S	Marin	MTC	2127		Planning, programming, and monitoring		53	0	0	0	0	53	0	0	0	110	0	0	0	0
N	02S	Napa	MTC/Napa TPA	1003E		Planning, programming, and monitoring	Feb-04	60	60	0	0	0	0	0	0	0	60	0	0	0	0

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

NS Reg County			Agency	Rte	Proj#	Project	Voted	Total	Prior	Project Totals by Fiscal Year				Project Totals by Component					
										FY 05	FY 06	FY 07	FY 08	R/W	Const	E & P	PS&E	R/W sup	Can sup
N	00	Napa	Caltrans	12	373	Rt 12/29 Intersec. separation (env)		1,500	0	0	0	0	0	0	0	1,500	0	0	0
N	04S	Napa	Caltrans	12	376	Rt 12/29/221 Socal Intersection separation		6,300	2,100	0	0	4,200	0	0	0	2,100	4,200	0	0
N	02S	Napa	Caltrans	29	377D	Jamieson Canyon Rd widening (TCR #157)		2,000	0	2,000	0	0	0	0	0	0	2,000	0	0
N		Napa	Caltrans	29	377C	Trancas St Interch planting mitigation (split 277A)		789	0	150	0	639	0	0	0	639	0	150	0
N		Napa	MTC	cash	2130A	AB 3090 reimbursement (03-04 PPM)(02S-124)		10	0	10	0	0	0	0	0	10	0	0	0
N		Napa	MTC	2130	Planning, programming, and monitoring		33	0	0	11	11	0	0	0	0	33	0	0	0
N	02S	Napa	MTC/Napa TPA	1003E	Planning, programming, and monitoring		59	59	0	0	0	0	0	0	0	59	0	0	0
N	00	San Francisco	MTC/SFCTA	2007	Planning, programming, and monitoring	Feb-04	5,000	5,000	0	0	0	0	0	0	0	0	5,000	0	0
N	02S	San Francisco	MTC	101	619A	Doyle Dr replace (RIP)(S/O)(TCR #22)		46	0	0	0	46	0	0	0	46	0	0	0
N	02S	San Francisco	Golden Gate	cash	2134	AB 3090 reimbursement (03-04 PPM)(02S-124)		22,570	0	0	0	22,570	0	0	0	22,570	0	0	0
N	02S	San Francisco	SF Muni	ferri	2014J	SF terminal ferry berth		1,000	0	0	0	1,000	0	0	0	1,000	0	0	0
N	00	San Francisco	San Francisco	loc	2014D	Addison & Digby traffic circle (State only)		200	0	0	0	200	0	0	0	200	0	0	0
N	02S	San Francisco	SFCTA	repl	1007	AB 3090 replacement (3rd St Integrated TMS)		700	0	0	0	700	0	0	0	700	0	0	0
N	02S	San Francisco	SFCTA	repl	1003F	AB 3090 replacement (BART 16th St Mission plaza)		2,176	0	0	0	2,176	0	0	0	2,176	0	0	0
N	02S	San Francisco	SFCTA	repl	2007E	AB 3090 replacement (Doyle Drive)		3,000	0	0	0	3,000	0	0	0	3,000	0	0	0
N	02S	San Francisco	SFCTA	repl	2014A	AB 3090 replacement (Oak & Fell Sts. TMS)		4,768	0	0	0	4,768	0	0	0	4,768	0	0	0
N	02S	San Francisco	SFCTA	repl	2014C	AB 3090 replacement (school crosswalks, signs)		1,271	0	0	0	1,271	0	0	0	1,271	0	0	0
N	02S	San Francisco	SFCTA	repl	2014E	AB 3090 replacement (audible ped signals)		1,300	0	0	0	1,300	0	0	0	1,300	0	0	0
N	02S	San Francisco	SFCTA	repl	2014F	AB 3090 replacement (median refugees, 4 intersec)		335	0	0	0	335	0	0	0	335	0	0	0
N	02S	San Francisco	SFCTA	repl	2014G	AB 3090 repl (Phelan Av at City College, crosswalk)		50	0	0	0	50	0	0	0	50	0	0	0
N	02S	San Francisco	SFCTA	repl	2014H	AB 3090 replacement (Muni bldg seismic rehab)		9,200	0	0	0	9,200	0	0	0	9,200	0	0	0
N	3S-32	San Francisco	SFCTA	repl	2014I	AB 3090 replacement (Caltrain electrification)		4,300	0	0	0	4,300	0	0	0	4,300	0	0	0
N	02S	San Francisco	SFCTA	repl	2014M	AB 3090 replacement (BART talking signs)		1,080	0	0	0	1,080	0	0	0	1,080	0	0	0
N	02S	San Francisco	SFCTA	repl	2014N	AB 3090 replacement (BART ADA platform lifts)		1,250	0	0	0	1,250	0	0	0	1,250	0	0	0
N	02S	San Francisco	SFCTA	repl	2014P	AB 3090 repl (Golden Gate ferry terminal rehab)		2,250	0	0	0	2,250	0	0	0	2,250	0	0	0
N	02S	San Francisco	SFCTA	repl	2014R	AB 3090 replacement (BART seismic retrofit)		442	0	0	0	442	0	0	0	442	0	0	0
N	04S	San Francisco	MTC	2131	Planning, programming, and monitoring		1,000	0	0	0	0	1,000	0	0	0	1,000	0	0	0
N	04S	San Francisco	MTC/SFCTA	2007	Planning, programming, and monitoring		143	0	0	47	48	0	0	0	0	143	0	0	0
N		San Mateo	Caltrans	1	628	Devil's Slide tunnel (RTIP)		296	0	65	65	0	0	0	0	296	0	0	0
N	04S	San Mateo	Caltrans	92	668	Half Moon Bay widening		750	0	0	0	750	0	0	0	750	0	0	0
N	02S	San Mateo	Caltrans	92	699B	Slow vehicle lane Improvs (Incr)(02S-88)		3,843	0	0	0	3,843	0	0	0	3,843	0	0	0
N	96S	San Mateo	Caltrans	92	699B	Slow vehicle lane Improvs (96S grt)(02S-88)		8,201	442	0	0	0	7,759	200	5,340	0	91	151	2,419
N	02S	San Mateo	Caltrans	101	658B	Aux lanes-SCL Co. line to Marsh Rd		5,124	343	0	0	0	4,781	343	4,781	0	0	0	0
N	02S	San Mateo	Caltrans	101	690A	Willow Rd Interchange reconstruction		10,555	1,635	0	0	0	9,021	0	7,617	53	1,482	0	1,404
N	00	San Mateo	MTC	cash	2140B	AB 3090 reimbursement (03-04 PPM)(02S-124)		21,075	1,029	0	0	20,046	0	2,915	14,821	54	975	176	2,134
N	02S	San Mateo	BART	loc	1035	SFO Airport Bicycle Trail (State only)		28,023	350	0	27,673	0	0	0	27,325	0	350	0	350
N	02S	San Mateo	San Mateo CTA	loc	225G	RT 92 widening, curve correction		47	0	0	0	47	0	0	47	0	0	0	0
N	3S-16	San Mateo	San Mateo CTA	rail	1003G	Tilton and Poplar Av grade separations (02S-16)		2,120	0	0	0	2,120	0	0	534	1,586	0	0	0
N		San Mateo	MTC	2140	Planning, programming, and monitoring (02S-87)		2,619	0	0	0	2,619	0	0	0	2,619	0	0	0	0
N		San Mateo	SM/CAC	2140A	Planning, programming, and monitoring (02S-87)		9,103	0	0	0	9,103	0	0	6,118	1,985	0	1,000	0	0
N	02S	Santa Clara	SCVTA	debt	409C	GARVEE debt (Rt 880 Coleman)(vote 9-03)	Dec-03	148	0	0	49	49	50	0	0	148	0	0	0
N	02S	Santa Clara	SCVTA	debt	443N	GARVEE debt (Rt 87 HOV North)(02S-60)	Dec-03	304	0	6,809	7,315	7,315	0	0	0	304	0	0	0
N	02S	Santa Clara	SCVTA	debt	443S	GARVEE debt (Rt 87 HOV South)(02S-60)	Dec-03	36,069	0	3,694	3,969	3,969	0	0	0	36,069	0	0	0
N	96S	Santa Clara	Caltrans	87	2204F	Guadalupe riparian habitat (corridor, grt)		19,568	0	4,250	4,566	4,566	0	0	0	19,568	0	0	0
N	99	Santa Clara	Caltrans	87	2204G	Guadalupe landscaping/2204B (6/02)		22,513	0	0	0	22,513	0	0	0	22,513	0	0	0
N	99	Santa Clara	Caltrans	87	2204Y	Guadalupe landscaping/2204B (6/02)		1,000	0	0	0	1,000	0	0	0	1,000	0	0	0
N	02S	Santa Clara	Caltrans	101	468F	RT 87-Tribble Rd. landscaping (RIP)(S-03 vote)		2,500	0	0	0	2,500	0	0	0	2,500	0	0	0
N	02S	Santa Clara	Caltrans	152	70	RT 152/156 interchange improvements (RTIP)		100	0	0	0	100	0	0	0	88	0	0	12
N	96S	Santa Clara	Caltrans	237	418F	RT 237/880 interchange, landscaping		7,386	640	0	0	0	0	0	0	4,149	0	0	150
N	02S	Santa Clara	Caltrans	280	503J	Soundwalls, Bird Av-Los Gatos Ck		4,299	0	0	0	0	0	0	0	1,336	0	0	0
N	02S	Santa Clara	Caltrans	680	521A	Soundwalls, Capitol Expy-Mueller Av		1,336	0	0	0	0	0	0	0	1,026	0	0	0
N	00	Santa Clara	Caltrans	680	5167D	Soundwalls, Stevens Ck Bt Rt 280		3,575	0	0	54	360	3,171	0	0	2,710	54	350	0
N	02S	Santa Clara	Caltrans	880	408E	Soundwalls, Stevens Ck Bt Rt 280		3,552	0	0	0	47	377	3,128	69	2,370	47	308	0
N	02S	Santa Clara	MTC	cash	2144A	AB 3090 reimbursement (03-04 PPM)(02S-124)		8,308	0	0	0	0	8,308	0	0	6,763	0	0	758
N	02S	Santa Clara	MTC/SCVTA	loc	70	RT 152/156 interchange improvements (RTIP)		2,377	0	0	0	34	284	2,059	62	1,760	34	222	0
N	02S	Santa Clara	SCVTA	cash	2255A	AB 3090 reimbursement (03-04 PPM)(02S-124)		346	0	0	0	0	0	0	0	346	0	0	299
N	02S	Santa Clara	SCVTA	repl	4854A	AB 3090 replacement (RT 25 widen)(02S-101)		861	0	0	0	861	0	0	0	861	0	0	0
N	02S	Santa Clara	SCVTA	2144	Planning, programming, and monitoring		1,841	0	0	0	0	0	0	0	1,841	0	0	0	0
N	02S	Santa Clara	MTC/SCVTA	2255	Planning, programming, and monitoring		1,700	0	0	0	0	0	0	0	1,700	0	0	0	0
N	02S	Santa Clara	MTC/SCVTA	2263	Planning, programming, and monitoring		88	0	0	29	29	30	0	0	88	0	0	0	0
N	02S	Solano	MTC/STA	2263	Planning, programming, and monitoring	Feb-04	916	0	0	229	229	230	228	0	0	916	0	0	0
N							75	75	0	0	0	0	0	0	75	0	0	0	0

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

NS	Reg	County	Agency	Rte	PPNO	Project	Voted	Total	Prior	FY 05	FY 06	FY 07	FY 08	R/W	Const	E & P	PS&E	Per sup	con sup			
N	96S	Solano	Caltrans	37	6201D	Napa Riv-Sonoma Bl. planting#5201C		428	0	0	428	0	0	0	428	0	0	0	0			
N	02S	Solano	Caltrans	80	261F	Westbound HOV lanes, RT 29-Carquinez Br. (RTIP)		1,500	0	0	1,500	0	0	0	1,000	0	500	0	0			
N	98	Solano	MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)(02S-124)		26	0	0	26	0	0	0	26	0	0	0	0			
N	02S	Solano	Valejo	ferry	2260	Valejo ferry terminal parking (02S-76)		7,300	0	0	1,200	0	0	0	6,100	0	1,200	0	0			
N	02S	Solano	Valejo	ferry	2261	Baylink ferry maintenance facility		425	0	0	425	0	0	0	0	425	0	0	0			
N	02S	Solano	Benicia	loc	6045A	West "K" St. W 9th to Military Vt. overlay (SO)		154	0	0	154	0	0	0	154	0	0	0	0			
N	02S	Solano	Dixon	loc	6045B	So Lincoln St. West A-Hillview. overlay (State only)		105	0	0	105	0	0	0	105	0	0	0	0			
N	02S	Solano	Fairfield	loc	6045C	Hillborn Rd. Waterman-Putah South canal. rehab (SO)		364	0	0	364	0	0	0	364	0	0	0	0			
N	02S	Solano	Rio Vista	loc	6045D	Front St. Main-Gertrudes. overlay (State only)		74	0	0	74	0	0	0	74	0	0	0	0			
N	02S	Solano	Solano Co	loc	6045E	Daily Rd. Locke Rd. Sikes Rd. overlay (State only)		393	0	0	393	0	0	0	393	0	0	0	0			
N	02S	Solano	Solano TA	loc	5301	Jepson Parkway (I-80 reliever)(02S-66)		3,610	0	0	3,610	0	0	0	3,610	0	0	0	0			
N	02S	Solano	Solano TA	loc	5301	Jepson Parkway (I-80 reliever)(02S-66)		7,150	0	0	2,400	5,500	0	6,900	0	6,900	0	250	0			
N	98	Solano	Solano TA	loc	5301	Jepson: Vanden Rd widen (County)		3,300	0	0	0	0	0	2,400	5,500	0	0	0	0			
N	02S	Solano	Solano TA	loc	5301K	Local rds north of RT 80/60102 Interch. (TCR #25)		11,412	0	0	0	0	0	3,300	0	2,000	6,512	0	0			
N	02S	Solano	Suisun City	loc	6045E	Emperor Dr. Petersen Rd. rehab (State only)		140	0	0	140	0	0	2,900	0	140	0	0	0			
N	02S	Solano	Vacaville	loc	6045F	Nut Tree Rd. Ullis-Orange. resurfacing (State only)		342	0	0	342	0	0	0	342	0	0	0	0			
N	98	Solano	Valejo	loc	6045G	Lemon St. Curtoia Pkwy-Sonoma Bl. rehab (SO)		428	0	0	428	0	0	0	428	0	0	0	0			
N	02S	Solano	MTC	mat	2170	CMAQ match reserve (98S-122)		178	0	0	178	0	0	0	178	0	0	0	0			
N	02S	Solano	Benicia	rail	6045M	Intermodal transit station. Benicia		1,325	0	0	225	1,100	0	0	0	0	225	1,100	0	0		
N	04S	Solano	CapCorr/JFA	rail	6045L	Bahia viaduct track & bridge upgrade (RTIP)		1,000	0	0	0	0	1,000	0	1,000	0	0	0	0			
N	02S	Solano	Fairfield	rail	6045K	Capitol Corridor rail station. Fairfield (02S-60)		2,260	0	0	125	0	2,135	0	0	2,135	0	125	0	0		
N	04S	Solano	MTC		2152	Planning, programming, and monitoring		87	0	0	38	39	60	0	87	0	0	0	0			
N	02S	Solano	MTC/SCTA		2263	Planning, programming, and monitoring	Feb-04	176	0	0	38	39	60	0	176	0	0	0	0			
N	02S	Solano	Caltrans	101	770E	Planning, programming, and monitoring		227	227	0	0	0	0	0	227	0	0	0	0			
N	02S	Solano	Caltrans	101	775	HOV lanes, Petaluma-Rohnert Park, design		6,000	0	0	0	0	0	0	0	0	6,000	0	0			
N	02S	Solano	Caltrans	101	360F	Novato-Petaluma. widen to 6 in fwy (RTIP)(TCR #18)		2,200	0	0	0	2,200	0	0	0	0	2,200	0	0			
N	02S	Solano	Caltrans	101	749A	HOV lanes, Steele Ln-Windsor, design		6,000	0	0	0	6,000	0	0	0	0	6,000	0	0			
N	02S	Solano	Caltrans	101	781E	HOV, Rohnert Park-Santa Rosa Av (02 STIP)		45,600	6,100	0	0	0	0	39,400	1,100	34,400	0	4,300	700	5,000		
N	02S	Solano	Caltrans	101	781N	Landscaping, Wilfred-Rt 12 (07/17/03 H. voted 6-00)		1,200	1,200	0	0	0	0	0	1,200	0	0	0	0			
N	02S	Solano	Caltrans	101	789A	HOV lanes, Rt 12-Steel Lane (02S-77)*		2,446	0	0	0	2,446	0	0	0	2,446	0	0	0	0		
N	02S	Solano	Caltrans	101	789B	Steel Lane interchange improv (02S-77)*		45,600	10,130	0	0	0	0	0	3,030	30,770	1,600	4,700	800	4,700		
N	02S	Solano	MTC	cash	2156A	AB 3090 reimbursement (03-04 PPM)(02S-124)		15,894	2,536	0	0	0	0	0	65	13,358	595	1,768	118	0		
N	02S	Solano	MTC	cash	770F	AB 3090 reimbursement (03-04 PPM)(02S-124)		31	0	0	0	31	0	0	0	31	0	0	0	0		
N	04S	Solano	MTC		2156	Planning, programming, and monitoring		227	0	0	227	0	0	0	227	0	0	0	0	0		
N	04S	Solano	MTC/SCTA		770E	Planning, programming, and monitoring		124	0	0	41	41	42	0	124	0	0	0	0	0		
								197	0	0	62	0	62	73	0	197	0	0	0	0		
5 YEAR Total including GARVEE								60,067	14,763	80,728	165,133	228,523	216,720	55,026	589,353	14,795	77,949	4,374	24,427			
5 YEAR Total excluding GARVEE								60,067	14,763	15,849	15,850	15,848	15,850									
Total - GARVEE								60,067	0	64,879	149,283	212,675	200,870									
ACTUAL RTIP																						
Totals								60,067	39,961	147,209	164,807	137,160	216,720									
GARVEE									14,763	15,849	15,850	15,848	15,850									
Total - GARVEE								60,067	25,208	131,360	148,957	121,312	200,870									
Percentage of Actual in Constrained Model									0%	49%	100%	176%	100%									
Percentage of Actual in Constrained over 3 years										70%												

SUMMARY OF STIP INTERREGIONAL SHARE

Does Not Include County Share (See Separate Listings)
(\$1,000's)

Interregional Program																			
Reg	County	Agency	Rte	PPNO	Project	Voted	Total	Prior	FY 05	FY 06	FY 07	FY 08	FY 09	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Intercity Rail & Grade Separation Projects Programmed or Voted																			
02S	Alameda	Emeryville	rail	2020	Emeryville parking garage (ITIP)														
02S	Contra Costa	Richmond	repl	9878A	AB 3080 replacement (station)(IP)(02S-129)		4,200	0	0	0	0	0	4,200	0	4,200	0	0	0	0
02S	Santa Clara	Peninsula JPB	rail	2008	4th track, San Jose-Santa Clara (TCR #9)		2,000	0	0	0	0	2,000	0	0	2,000	0	0	0	0
02S	Solano	CCJPA	rail	6045L	Bahia Viaduct track & bridge upgrade (ITIP)		17,900	0	0	0	17,900	0	0	0	17,900	0	0	0	0
02S	Solano	CCJPA	rail	6045L	Bahia Viaduct track & bridge upgrade (ITIP)		180	0	0	0	0	0	0	0	0	40	150	0	0
Dec-00	Solano	Caltrans	80	8273	Reconstruct combs, Rt 680 Interch (from 2003 report)	May-03	1,060	0	0	0	0	1,060	0	0	1,060	0	0	0	0
Dec-00	Solano	Caltrans	80	8273	Reconstruct connectors, Rt 680 Interch (1-04 revise)	May-03	-14,894	15,747	0	0	0	0	0	-150	-11,400	-923	-1,181	-270	-970
Dec-00	Solano	Caltrans	80	8273A	Recon connectors, Rt 680, mitigation (1-04 revise)	May-03	15,747	15,747	0	0	0	0	0	520	10,392	923	2,555	387	970
Jul-99	Santa Clara	Caltrans	152	484	New highway, environmental doc only	closed	1,128	1,128	0	0	0	0	0	0	1,008	0	0	0	120
96 grf	Solano	Caltrans	80	8378	Widen to 8 lanes, Meridian-Pedrick, R/W	closed	290	290	0	0	0	0	0	0	0	290	0	0	0
	Alameda	Caltrans	92	90C	Hesperian Bl-Santa Clara St		1,496	1,496	0	0	0	0	0	0	0	1,494	0	0	2
02S	Alameda	ACE	680	A157D	Sunol Grade SB HOV, phase 3 (ITIP)*		670	0	0	0	0	670	0	0	670	0	0	0	0
02S	Alameda	BART	gwy	2021	Livermore Valley siding (TCR #26)		25,270	3,500	0	0	0	21,770	0	0	19,120	0	3,500	0	2,650
Dec-00	Alameda/CC	Caltrans	24	57A	Oakland Airport connector guideway (ITIP)		10,000	0	0	0	0	1,000	0	0	1,000	0	0	0	0
Dec-00	Alameda/SCI	Caltrans	680	177	Caldecott Tunnel 4th bore (IP)(TCR #15)		18,000	8,000	0	0	0	0	10,000	0	10,000	0	0	0	0
Dec-00	Contra Costa	Caltrans	4	192E	Loveridge Rd interchange (ITIP)		33,020	7,940	0	0	0	0	0	0	0	8,000	10,000	0	0
02S	Contra Costa	Caltrans	80	261F	WB HOV, Rt 4-Carquinez Br, phase 1 (ITIP)		3,000	0	0	0	0	0	0	0	19,050	3,500	4,440	0	6,030
02S	Marin	Caltrans	101	360F	Novato-Petaluma, widen to 6 in fwy (ITIP)(TCR #18)		31,300	8,000	0	0	25,300	0	0	0	3,000	0	0	0	0
02S	Napa/Solano	Caltrans	12	367D	Jamieson Cyn, widen (ITIP)(TCR #157)		16,600	5,000	0	0	0	2,200	9,400	8,400	0	5,000	2,200	1,000	0
02S	San Francisco	Caltrans	101	619A	Doyle Drive replacement (ITIP)(TCR #22)		2,000	0	0	2,000	0	0	0	0	0	0	2,000	0	0
Dec-00	San Mateo	Caltrans	1	626	Devil's Slide tunnel (ITIP)		28,000	28,000	0	0	0	0	0	0	0	0	28,000	0	0
May-03	Santa Clara	Caltrans	101	700B	Aux lanes, 3rd Av-Millbrae Av (ITIP)		750	0	0	0	0	0	750	0	750	0	0	0	0
May-03	Santa Clara	Caltrans	101	468F	Rt 87-Trimble Rd, landscaping (IP)(S-03 vote)		15,708	495	0	15,211	0	0	0	0	8,561	256	199	40	6,650
	Santa Clara	Caltrans	152	70	Rt 152/156 interchange improvements (ITIP)		1,460	193	0	0	0	1,287	23	1,052	0	193	0	192	0
	Santa Clara	Caltrans	152	486D	Truck climbing lanes (grf)		4,433	882	0	0	3,551	0	0	0	1,151	882	0	0	2,400
	Santa Clara	SCVTA	loc	70	Rt 152/156 interchange improvements (ITIP)		1,400	0	0	1,400	0	0	0	0	400	1,000	0	0	0
	Solano	Caltrans	37	5201F	Planting #5201A		1,759	0	0	0	1,759	0	0	0	1,704	0	0	0	0
Dec-00	Solano	Caltrans	80	5306	Rt 680, landscaping for mitigation (vote rev 1-04)		3,046	0	0	0	0	3,046	0	0	2,800	0	0	55	0
Dec-00	Solano	Caltrans	80	8273B	Recon connectors, Rt 680, landscaping (S-03 vote)		400	0	0	0	400	0	0	50	250	0	50	0	246
Dec-00	Sonoma	Caltrans	101	770B	Petaluma operational improvements (ITIP)		1,287	0	0	0	165	1,122	0	45	900	0	165	101	76
	Sonoma	Caltrans	101	789A	HOV lanes, Rt 12-Steele Lane (ITIP)(02S-77)		5,000	1,000	0	4,000	0	0	0	0	3,200	200	750	50	800
							12,000	0	0	12,000	0	0	0	0	12,000	0	0	0	0
							245,218	66,777	0	22,801	41,175	88,848	25,617	15,282	124,464	21,662	57,576	1,510	24,714
																	</		



DATE: November 11, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Mike Duncan, Director for Projects
RE: Regional Measure 2 (RM 2) Update and Revisions

Background:

Regional Measure 2 (RM 2) establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM 2 funding. Due to a restriction in Federal law that prevents using tolls for transit operating from bridges receiving Federal funds, the Metropolitan Transportation Commission (MTC) has been unable to authorize RM 2 funds for transit operations.

Discussion:

In order to address the Federal restriction on using bridge tolls for transit operation, MTC requested legislative relief from Congress. The delay of the TEA-21 Reauthorization effectively killed this legislative relief for 2004.

MTC proceeded with a request to the Federal Highway Administration (FHWA) to provide an alternative "administrative" method for providing the transit operating funds by using only tolls generated from the five bridges in the Bay Area that do not receive Federal funds. In October, the FHWA, with concurrence from the Federal Transit Administration (FTA), approved the request to allow the use of toll revenues from non-federalized toll bridges to be used for transit operations. This approval allows MTC to begin meeting the requirements of SB 916 (the RM 2 implementing legislation) for allocating RM 2 funds to transit operations.

RM 2 provides up to \$3.4M per year for transit operations in the Express Bus North pool, including funds for Vallejo Transit and Fairfield-Suisun Transit. Vallejo Transit has submitted a proposal for \$1.827M in RM 2 transit operating assistance for expanded I-80 Express Bus Service and Fairfield-Suisun Transit has submitted a proposal for \$107,875 to expand the I-680 Route 40 service to include mid-day service. Both requests are currently under review by MTC. The details for the RM 2 Transit Operating Support Programs are shown in Attachment A.

MTC staff has also been developing Performance Measures for transit operators to evaluate the effectiveness of transit routes receiving RM 2 operating funds. These Performance Measures are required by the RM 2 legislation (SB 916). The performance measures have been reviewed by transit operators over the past few months and are now ready to be incorporated into the RM 2 Policies and Procedures. Attachment B identifies

these performance measures and incorporates them into the Policies and Procedures through revisions to MTC Resolution No. 3636.

Recommendation:

Informational.

Attachments:

- A. Proposed RM 2 Operating Support Program for Regional Express Bus
- B. RM 2 Policies and Procedures Revisions and Addition of RM 2 Performance Measures for Transit Operating



ATTACHMENT A

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bert MetroCenter
101 Eighth Street
Oakland, CA 94607-7000
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.461.7819

Memorandum

TO: Partnership Technical Advisory Committee

DATE: November 8, 2004

FR: Vince Petrites

W. I.

RE: Proposed RM-2 Operating Support Program for Regional Express Bus (REB) and Owl services.

Background

Regional Measure 2 (RM-2) provides for operating support for regional express bus services and for Owl service along the BART corridors, in the following amounts:

Express Bus North – \$3,400,000
Express Bus South - \$6,500,000
Owl Service - \$1,800,000

In addition to the above, \$2,100,000 is available to support Golden Gate Transit's Route 40 across the Richmond-San Rafael Bridge, and \$390,000 is available for Napa Vine service to the Vallejo Intermodal Terminal.

MTC staff has worked with the affected operators to develop operating assistance programs for these services.

Regional Express Bus

In 2000, MTC received a \$40 million grant from the state Traffic Congestion Relief Program (TCRP) for the purchase of buses to be used in a regional express bus program. 94 buses were purchased with this grant, and an operating assistance program was developed that would provide regional operating assistance to these routes for an initial five-year period. The regional assistance provided could be as much as 65% of the operating cost for the first two years of service. The regional subsidy would taper off over the next three years, and the route was expected to be self-sufficient after 5 years.

With the passage of RM-2 providing an ongoing subsidy source for express buses, it seemed logical to try to develop a single Regional Express Bus Program encompassing both existing TCRP routes and newly proposed RM-2 routes – with all of these routes being subject to the same performance standards and subsidy requirements.

Proposal: Develop a Comprehensive Regional Express Bus Program.

The Proposal has two elements:

1. RM-2 will be programmed as an ongoing subsidy to new services and TCRP routes which meet the performance standards as proposed in MTC Resolution No. 3636, Revised – slated for Commission action in November. Feeder services to express routes and existing non-TCRP services are not eligible.
2. Maintain commitment to Transitional TCRP Routes - Any TCRP routes which drop out because of an inability to meet the performance standards will be supported under the existing ramp-down policy as established in MTC Resolution No. 3438, Revised.

The Proposal is based on the following assumptions:

- RM-2 Base Subsidy for a route is equal to the RM-2 subsidy provided in the first full fiscal year of service (RM-2 Subsidy = Operating Cost – Fares – Local/Other Support)
- For TCRP routes, the local support base is the amount provided in FY 2004-05
- RM-2 subsidy can increase a maximum of 1.5% per year; this escalation would cease when the overall limit of 38% of annual RM-2 revenues for operations was reached.
- RM-2 subsidy available only to routes which can realistically project compliance with performance standards.
- RM-2 farebox ratio performance standard for express bus routes is a minimum 30% for peak-period service, or 20% for all-day routes, per MTC's proposed RM-2 Performance Measures. The performance measures are slated to be finalized in November 2004.

Draft Program:

The draft programs (both North and South) are shown in Table A.

In the North Program, Vallejo submitted a new proposal to augment its express routes in the I-80 corridor. The proposed program also includes the TCRP routes in this area which are either underway or about to start. The operators' projected budgets show compliance with the proposed performance measures by Year 3. However, if any routes fail to achieve the standards, MTC policy calls for review by the Commission, development of a corrective action plan, and possible redirection of the operating support to more productive service. The North Program is essentially fully subscribed.

In the South Program, AC Transit has proposed a number of enhancements to their Bay Bridge TransBay routes, as well as an extension to their Line M across the San Mateo Bridge. There are three AC Transit TCRP routes proposed for ongoing funding with RM-2 funds. The San Mateo Bridge and Fremont-Stanford routes are currently operating with CMAQ funds which are not part of the TCRP program; the RM-2 funds would be used after these sources are exhausted.

Two TCRP routes (SamTrans Millbrae-East Palo Alto service and LAVTA's Route 70) are not included in the RM-2 program because current budget projections do not indicate compliance with the farebox standard. These routes will continue to be subsidized with CMAQ and STA funds under the current TCRP policy, with the regional subsidy ramping down over the five-year period.

Finally, there is one new route which we are still considering. AC Transit had proposed extending part of its LA service to Hercules. WestCat has suggested other options for this corridor. Further discussion is needed before we can develop a recommendation.

The South Program has unused capacity of about \$855,000 (this includes the amount under discussion for the Hercules corridor). We will be working with eligible operators to define additional services for the remainder of this program.

Owl Service

RM-2 provides \$1.8 million for Owl service in the BART corridors. Although the tentative program in the legislation focused on the East Bay, we have worked with the operators to develop the following program which encompasses the entire BART network.

Framework:

- Hourly bus service to be provided between Midnight and 4 A.M. weekdays, 6 A.M. Saturdays, and 8 A.M. Sundays for the area covered by the BART network.
- AC Transit would cover its service area (including Union City) and the TransBay connection; CCCTA would cover Pittsburg/BayPoint to downtown Oakland; LAVTA would run from Bayfair to Dublin/Pleasanton; MUNI would cover San Francisco, and SamTrans would run from Millbrae/SFO to Daly City and then on to the TransBay Terminal.
- Timed transfers at Bayfair (between LAVTA and AC Transit), downtown Oakland (between AC Transit locals/TransBay and CCCTA), and the TransBay Terminal (between AC TransBay, MUNI, and SamTrans).
- An ADA paratransit reserve would reimburse operators for any ADA trips attributable to the Owl service.

First Year Subsidy Split:

Operator	Subsidy
AC Transit	838,000
CCCTA	290,015
LAVTA	97,200
MUNI	184,730
SamTrans	368,160
ADA paratransit reserve	21,895
Total	1,800,000

Anticipated Timeline:

We are currently working with the operators to define a fare/transfer structure and resolve remaining operational issues. Assuming limited issues on environmental clearance, the service should be operating by June 2005.

Next Steps

If the group is supportive, the recommendation, as well as related policy changes to existing TCRP policies, will be forwarded to the MTC Programming & Allocations Committee in December for approval. Operating allocations for Express Bus could begin in January, and for Owl service in March

J:\COMMITTEEPartnership\Partnership Finance\Joint Working Groups Admin\Agenda Items\2004\November (no meeting, just stuff)\Proposed RM2 REB and Owl programs.doc

Proposed RM-2 Express Bus Program - For Discussion

First full yr of RM-2 funding	Type of Service	Farebox		Operating Cost	Fares	Local/Other Support	RM-2
		Projected Ratio	Current Actual				

North Pool

New Service Proposals							
Vallejo Enhanced I-80 Express Bus service in Solano Co.	FY 2005-06	All day	43.3%	base service is 47.9%	6,640,700	2,875,200	1,938,500
TCRP Routes							
CCCTA Martinez - Walnut Cr.	FY 2005-06	All day	29.2%	na	661,380	193,410	60,000
ECCTA Rte 300	FY 2005-06	All day	23.8%	23.0%	687,390	163,415	407,970
GGT Rte 72	FY 2005-06	Peak	41.0%	40.0%	248,860	102,032	523,975
GGT Rte 75	FY 2005-06	Peak	48.8%	16.0%	373,289	182,215	146,827
WestCat 302/JPX	FY 2005-06	All day	22.4%	na	374,400	83,750	141,075
Fairfield/Suisun Rte 40	FY 2005-06	All day	20.0%	na	266,952	53,390	241,980
Total RM-2 Programmed					3,396,701		107,875
Total RM-2 Available					3,400,000		
RM-2 Residual					3,289		

South Pool

New Service Proposals							
AC Line M extension	FY 2005-06	Peak	25.0%	na	671,180	167,795	503,385
AC Bay Brte enhancements	FY 2005-06	Peak	30.0%	na	5,340,887	1,602,266	3,738,621
TCRP Routes							
I-80 Richmond TransBay	FY 2005-06	Peak	70.0%	81.0%	365,202	255,641	109,561
Dumbarton-Stanford	FY 2008-09	All day	30.0%	na	464,835	139,451	325,385
Line M	FY 2006-07	All day	30.0%	17.4%	1,382,947	414,884	968,063
Total RM-2 Programmed					5,645,014		
Total RM-2 Available					6,500,000		
RM-2 Residual					854,986		
Transitional TCRP Routes							
LAVTA Rte 70		Peak	18.0%	na	78,298	14,094	64,204
SamTrans Millbr-E Palo Alto		Peak	25.0%	na	920,471	230,118	193,603
New Service Proposals - Under Consideration *							
AC Line LA extension to Hercules		Peak	30.0%	na	357,143	107,143	250,000

* WestCat has suggested other options for this corridor. We intend to bring a recommendation forward after discussions with the two operators.

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Allocations Committee

DATE: November 10, 2004

FR: Executive Director

RE: RM2 Policies and Procedures Revisions and Addition of RM2 Performance Measures for Transit Operating; MTC Resolution No. 3636, Revised

Background

The MTC Commission approved the Regional Measure 2 (RM2) Policies and Procedures on June 23, 2004, following the passage of the measure by voters in March 2004. Subsequently, the Commission began allocating Regional Measure 2 Bridge Toll funds to projects in July 2004, in accordance with the adopted Policies and Procedures (MTC Resolution 3636). This month, staff is recommending an amendment to the Policies and Procedures to add the RM2 performance measures for transit operating projects and to make several minor technical amendments to the policy.

Proposed Performances Measure for Transit Operations

MTC staff kicked off its discussion of performance measures for RM2 transit operating projects in July 2004. Since July, there have been consultations with both the Partnership Technical Advisory Committee (PTAC) and the MTC Advisory Council on the draft performance measure policy. Both PTAC and the MTC Advisory Council were supportive of the policy. Because the performance measures must be in place prior to approving any operating allocations, staff is presenting a recommendation to the Committee this month that, if approved, will allow operating allocations to move forward now that the "federalization" issue has been resolved.

By way of background, RM2 – approved by the voters in March 2004 – included 36 capital projects and 14 discrete planning and operating projects meant to reduce congestion in the bridge corridors. The table below summarizes the operating and planning projects identified in the legislation. It was a significant feature of the ballot measure to include operating funds for the RM2 transit expansion projects to ensure sustainability of the new services.

S&HC 30914(d) Project #	Project Description	Annual Amount 1st Year of Funding Unless Otherwise Noted (\$ in millions)	Escalation Rate
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	2.1	1.5%
2	Napa Vine service terminating at Vallejo Intermodal terminal	0.39	1.5%
3	Regional Express Bus North Pool (Carquinez, and Benicia Bridge)	3.4	1.5%

Additionally, there was consideration of the administrative ease and transparency for monitoring the performance measures on an annual basis. This consideration is important in that the performance measures must be verifiable by an independent auditor on an annual basis, according to RM2.

Performance Measure Policy Recommendation

Appendix B, Part 5 to MTC Resolution No. 3636, Revised details the specific provisions of the RM2 performance measures. In summary, the primary features of the proposed policy are as follows.

- **Establish performance measures for farebox recovery and a ridership target.**

- For farebox recovery ratio, transit operators are required to meet the following thresholds depending on type and mode of service.

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Owl Service	N/A	N/A	10%

- For ridership, transit operators must in general demonstrate a positive annual change in passengers per revenue hour. To account for economic downturns, a negative value will be allowed up to the percent change in Transportation Development Act revenues.
- **For feeder services to transbay transit services, require that a system-wide performance measure rather than a route-specific target is met.** Two projects – the Muni Third Street Rail Line and the AC Transit Enhanced Bus along Telegraph/ International Blvd./East 14th – are feeder services. The focus of the RM2 funds for these projects, therefore, is to strengthen the feeder network to the other transbay transit services. The system-wide performance will be as established under state law for receiving TDA, State Transit Assistance (STA), and AB 1107 funding.
- **Exempt projects that are not transit operations from the performances measures.** This exemption applies to two projects – the TransLink® and Water Transit Authority planning program.
- **Provide a two-year ramp-up period for the operators to meet the service.** The third year of service, therefore, will be the first year that adherence to the established performance measure is required.
- **Consultation with project sponsor and Commission action if performance is not met.** If an operating program cannot achieve its performance measures, the sponsor will develop a corrective action plan for presentation to the Commission. The Commission will hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project. These are statutory requirements of RM2.

Minor Technical Amendments

MTC staff is also proposing technical amendments to the policies and procedures for both the operating and capital programs. The proposed amendments are technical amendments focused on clarifying the current policies. The overall intent of the policy remains the same.

The following changes are being proposed:

- Delegation of Authority to the Executive Director to grant monthly invoicing exceptions;
- Technical modifications to the Capital Program's Resolution of Project Compliance;
- Technical modifications to the Operating Program's Resolution of Project Compliance, Operating Assistance Proposal, and Certification of Assurances;
- Addition of an allocation request, work plan and estimated budget form to the project sponsor allocation request process;
- Requirement of detailed documentation for the mark-up rate in lieu of a mark-up rate cap for implementing agency staff costs;
- Addition of a policy to require a specified useful life for vehicle procurement projects;
- Revision to the conduct of the performance measure audits policy to allow project sponsors to conduct the audits as directed by MTC; and
- Amendment to language about RM2 transit operating to state that the federal agencies have approved the use of toll revenues from the non-federalized bridges for transit operating assistance.

All proposed changes to the RM2 Policies and Procedures are detailed in the Attachment A to MTC Resolution No. 3636, Revised, shown in strikeout and underline format.

Recommendation

Staff recommends that the Programming and Allocations Committee forward Resolution Nos. 3636, Revised including the RM2 Performance Measures to the Commission for approval.

Steve Heminger

SH:AB

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Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C

MTC Res. No. 3636

Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures

Amended November 17, 2004

MTC Resolution No. 3636 Attachment A

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov>**

**Policies and Procedures
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Section 1 – General Provisions

Background

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code.

~~While MTC is moving forward on the Policy and Procedures for both the capital and operating project components of RM2, it must be noted that final resolution has not yet been secured regarding federal limitations on toll revenue expenditures for transit operations. Under current federal law, MTC is prohibited from spending toll revenue on transit operations if federal revenue is being expended on those bridges. While MTC is actively seeking statutory or administrative relief of this limitation, until that is finalized, the Commission will be precluded from any allocations of RM2 funds for transit operating purposes.~~

The following serve as the general provisions in the management of RM2 funding.

Fund Management

The collection of toll revenue is estimated at present time to equal \$125 million annually, after costs of administering RM2. An annual limit of up to 38 percent, a funding cap estimated to be reached in 2015, is made available for those operational elements of RM2. In addition, costs to administer the program are an annual drawdown on the revenue. Finally, first year costs include the required reimbursements to counties for the costs of administering the RM2 ballot measure as part of the March 2nd 2004 general election, as well as the 4-month discount from July 2004 through October 2004 to encourage more users to sign up for FasTrak, the Bay Area's electronic toll collection system.

Program Financing Costs

It is the intent of the Commission to implement those projects and programs outlined in Streets and Highways Code Section 30914 (c) and (d), to the funding amounts designated.

The cost of bonding and financing associated with RM2, including interest payments shall be considered a program cost and shall be identified in the annual RM2 Budget as the first priority repayment. The financing costs are not predicted to reduce the overall funding level available to projects and programs.

Funding Exchanges

Generally, the exchange of RM2 funding with other types of funding from projects not identified in RM2 shall not be allowed, nor shall projects be substituted.

Matching Funds

A local match is not required for RM2 funds. Funds other than RM2 funds identified in the financial plan must be available at the time of allocation. Regional Measure 2 funds can be used as the match for federal fund sources requiring a non-federal match.

Public Involvement Process

The capital improvement projects and operating assistance for transit services identified for funding in RM2 are established by state legislation (Senate Bill 916, Chapter 715, Statutes of 2004) approved by the voters on March 2, 2004. In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM2 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. In some cases, MTC also serves as the project sponsor, for the regional Transit Connectivity Study, as well as certain regional customer service projects, such as the Transit Commuter Benefits promotion, the Real Time Transit information program, and implementation of TransLink®.

Generally, in conducting its review and approval responsibilities stipulated under RM2, MTC will adhere to its public participation policies as outlined in MTC Resolution No. 2648, MTC's Policy and Procedures on Public Involvement.

Specific statutory provisions require further that as part of its annual assessment of the status of programs and projects under RM2, MTC may make a finding that a program or project cannot be completed or cannot continue due to financing or delivery obstacles making the continuation of the program or project unrealistic. MTC may then determine that the funding will be reassigned. Under these circumstances, the Commission shall hold a public hearing on the project after consultation with the program or project sponsor. The process outlined in MTC's Policy and Procedures on Public Involvement for notification of actions at BATA, Commission, and committee meetings will be adhered to. After the hearing, the Commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign all of the funds to another or an additional regional transit program or project in the same corridor.

Indemnification of MTC

The sponsor shall indemnify and hold harmless MTC, its Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability, direct or indirect, incurred by reason of any act or omission of sponsor, its officers, agents, employees, and subcontractors, under or in connection with the RM2 program. Sponsor agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or

instituted against MTC, its Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments.

Section 2 – Capital Program Guidance

Background

Projects eligible to receive funding from the Capital Program of the Regional Measure 2 (RM2) Regional Traffic Relief Plan are those projects identified to receive funding under Section 30914(c) of the California Streets and Highways Code (S&HC).

RM2 requires sponsors with projects listed in Section 30914(c) of the S&HC to submit an Initial Project Report (IPR) to MTC before July 1, 2004. These reports must be updated and submitted to MTC annually or as requested by MTC. The Commission will consider approval of the report, or an updated report, in conjunction with the allocation of funds. At a minimum, the IPR will need to be updated with new and/or revised information prior to each allocation.

Project sponsors shall not receive reimbursement of costs incurred prior to MTC approval of the allocation of funding. Final allocation decisions will be subject to the availability of funds.

Useable Segment/ Deliverable Product

RM2 funds for capital projects will be allocated with the specific intent of achieving a product. Deliverable products shall be considered as:

- A completed planning or transit study/ environmental decision/ project approval documentation when allocating to the environmental phase;
- The final design package including contract documents when allocating to the final design phase;
- Title to property/ easements/ rights of entry / possession or utility relocation when allocating to the right of way phase;
- A completely constructed improvement (or vehicle acquisition/ rehabilitation) available for public usage when allocating to the construction phase.

The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention to the Commission in the Initial Project Report and through quarterly progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations, or withhold reimbursements on previously allocated funds.

The expenditure of RM2 funds for any phase of the project must lead to making available to the public a useable or operable segment in accordance with the legislative intent. Any additional funds required to fully fund the project must be identified in the uncommitted funding plan of the Initial Project Report (IPR). If the RM2 revenues are funding only a phase or segment of a larger project, it must be demonstrated that the RM2 deliverable phase or segment is fully funded with committed funds.

In general, allocations will be made to the project a phase at a time. Exceptions to this will be considered; however, the Commission will strive to minimize funding risks in making allocation exceptions.

Authority to Expend

If a project or project component is ready for implementation earlier than RM2 funding is available, the sponsor may request an allocation of funds covering eligible expenditures with deferred reimbursement. A commitment of the funding may be made by the Commission including a determination of when the funds will be available. This action will be taken with the concurrence of the project sponsor; otherwise, the sponsor may elect to wait for an allocation until such time revenues are available. The sponsors will proceed at their own expense. The sponsor shall adhere to the policies and procedures governing allocations and reimbursements. This deferred reimbursement is similar in concept to the Federal Highway Administration's (FHWA)'s Advance Construction (AC) authorization, or the Federal Transit Administration's (FTA)'s pre-award authority or the California Transportation Commission's (CTC)'s AB 3090 approval.

The project sponsor must obtain the Commission's approval of the allocation and description of eligible costs prior to incurring costs. Once the Commission approves the allocation, the sponsor may proceed with eligible expenditures, with the allocation conditioned on the deferred reimbursement for eligible costs, in accordance with the allocating resolution. Project sponsors cannot receive reimbursement of costs incurred prior to MTC approval of the allocation of funding. Project sponsors shall proceed solely at their own risk in advertising, opening bids, or awarding a contract prior to an allocation of RM2 funds. The advertising, bid opening, or awarding of a contract by the sponsor shall in no way prejudice the Commission into making an allocation they deem is unsuitable. Final allocation decisions will be subject to the availability of funds.

Initial Project Report (IPR)

Project sponsors with projects identified to receive funding under Section 30914(c) of the S&HC are required to submit an Initial Project Report (IPR) to MTC before July 1, 2004. The project sponsor is required to submit an updated report to MTC at least annually, by June 30th of each year. The first annual update will be due to MTC no later than June 30, 2005. The updated information will be considered for inclusion in the RM2 annual report. An updated report must be submitted as needed or as requested by MTC; at a minimum, sponsors must submit an updated IPR with any funding allocation request. The Commission will consider approval of the report, or updated report, in conjunction with the allocation of funds.

This report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification to the Commission if the project sponsor will request toll revenues within the subsequent 12 months (next fiscal year). Specific information on the Initial Project Report format is included in Appendix A.

Allocation Process

The allocation process for RM2 capital projects shall consist of funding agreements with sponsors accompanied by evidence of local support, local agreement to conditions, and local certification of absence of legal impediments and local indemnification of the Commission. Under S&HC 30914(e), MTC can enter into a memorandum of understanding between itself and a capital project sponsor addressing specific requirements to be met prior to the allocation of funds. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action.

For capital projects, an IPR as outlined in S&HC 30914(e), and detailed in Appendix A shall be prepared and adopted by the governing Board prior to MTC approval of the IPR and allocation of funds.

In lieu of a separate funding agreement, the sponsor will be expected to certify through an action of its governing board that certain conditions are acknowledged and will be adhered to. General conditions required in that certification are outlined below. As well, a listing of the types of project specific conditions is included.

Along with the certification of conditions from the project sponsor governing board and the IPR, the sponsor will need to provide evidence that the other fund sources contributing toward that project phase are committed. The essential test to be met is when the project sponsor requests reimbursement of RM2 funds, matching fund sources are reimbursed and drawn down at the same rate as the RM2 funds.

Upon completion of the lead sponsor governing board certification, the Commission will consider the allocation of RM2 funds. The Commission will (1) review the governing board action to ascertain that all conditions have been outlined and agreed to; (2) review the IPR approved by the governing board and approve it prior to allocating any funds; and (3) consider the commitment of other fund sources matching the RM2 funds that are required to complete that phase of the project. The Commission's resolution approving the IPR and allocation of RM2 funds will serve as the final agreement between MTC and the implementing agency.

An allocation request will be considered complete and ready for consideration by the Commission when all of the component elements to the request are submitted and approved for forwarding to the Commission by MTC staff.

Allocation Principles

The collection of toll revenue pursuant to RM2 is estimated at \$125 million annually. Up to 38 percent or approximately \$47.5 million is made available annually for those operational elements of RM2. In addition, costs to administer the program are an annual drawdown on the revenue.

The revenue remaining may not match the capital demand on the funds. The Commission will carefully consider each allocation and apply the following principles in its allocation decisions:

1. RM2 funds will not be utilized as a replacement fund source on capital projects for any funds that have been programmed or allocated previously to the project, for the phase requested by the project sponsor, if such replacement results in a shortfall for the overall project or places prior programming commitments in jeopardy.
2. RM2 funds will not be utilized for any capital expenditure, either for right of way or construction, until the project has been environmentally cleared and the project has been approved by the project sponsor. The Commission will give careful consideration to requests for right of way protection or hardship requests whereby early acquisition of right of way is necessary to respond to owner hardship, or to avoid excessive right of way cost increases in the future due to development of the site.
3. RM2 funds will be expended for right of way capital and support only if the project has identified and committed construction capital funds. The Commission will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward.
4. Allocations will only be made to projects a phase at a time: environmental/project approval, final design, right of way, and construction. For example, if the project is entering the environmental phase, only an allocation for environmental will be considered. Exceptions will be considered on a case-by-case basis.
5. RM2 funds will be allocated with the specific intent of achieving a deliverable product. That product shall be the environmental decision/ project approval documentation when allocating to the environmental phase, the final design package including contract documents when allocating to the final design phase, title to property/ easements/ rights of entry or possession when allocating to the right of way phase, and a constructed improvement or minimum operating segment available for public usage when allocating to the construction phase.
6. The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention of the Commission in the IPR or through quarterly progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations. The Commission reserves the right to issue a 30-day stop notice in the event it has to reevaluate the project per S&HC 30914(f).
7. Projects with complementary funds from other sources may be given priority if there are pending timely use of funds requirements on the other fund sources.
8. Other fund sources committed to a project phase that are complementary to RM2 funds will be expected to be spent down at an approximate proportional rate to RM2 funds. On an exception basis, the Commission may consider alternative cash flow expectations of other fund sources.
9. For transit systems, an allocation of funds for capital expenditures, either right of way or construction, may be predicated on an ability to demonstrate that the service meets operating requirements.

Allocation Request

Project sponsors or implementing agencies must initiate an allocation request by submitting an Allocation Request Form and a draft Initial Project Report completed and valid allocation request 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed allocation application package to MTC. Each phase of

the project is to receive a separate allocation. The allocation request consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at: <http://www.mtc.ca.gov>.

Intent to Request an Allocation (60 days prior to Commission action):

1. Allocation Request Initiation Form
2. Draft Initial Project Report

Allocation Application Package (30 days prior to Commission action):

1. Implementing Agency Resolution of Project Compliance
2. Opinion of Legal Counsel / MTC Indemnification*
3. Board or Official Governing Body Approved Updated Initial Project Report (IPR)
4. Environmental Documentation**
5. Evidence of Allocation and Commitment of Complementary Funds **
6. Allocation WorkPlan **
7. Allocation Estimated Budget Plan

* Project sponsors have the option of consolidating the 'Opinion of Legal Counsel / MTC Indemnification' within the 'Implementing Agency Governing Board Resolution of Project Compliance'.

** A standard format for these elements of the allocation request has not been developed by MTC. Submission of the information for these items can be in the format as desired by the project sponsor or implementing agency.

Reimbursed Costs

Capital projects in the Regional Traffic Relief Plan shall be paid on a reimbursement basis only. Project sponsors must seek an allocation of funds by the Commission, with reimbursement of eligible costs following the expenditure of funds. Sponsors are to submit invoices on a quarterly basis, and are encouraged to seek reimbursements of eligible costs on a timely basis. The MTC Executive Director is delegated the authority to act on behalf of the Commission. At the time of allocation, the Commission may provide for to grant more frequent invoicing and reimbursements, but not more frequently than monthly.

Eligible Expenses

To ensure that that RM2 funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design, right of way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, agency overhead costs, including administrative support, office equipment, office leases, are not an eligible RM2 expense.

Note that for all project phases, RM2 funds are limited to the statutorily authorized amount:

1. Environmental Studies

RM2 funds are eligible to reimburse expenses incurred by sponsor staff and consultant staff for environmental study costs, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts,

determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval. Environmental costs eligible for reimbursement shall be limited to the project as described in S&HC Section 30914 (c). Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as outlined in S&HC 30914 (c) and approved by the Commission in the IPR are not eligible for reimbursement under RM2.

If costs for environmental studies and preliminary engineering up to 35 percent design are estimated to exceed 10 percent of the overall project costs, then RM2 funds may not be eligible for any expenditure in excess of that 10 percent limit. If the sponsor requests additional costs to be considered as an allowable allocation of expenses for the RM2 program, the project sponsor shall provide sufficient evidence to MTC of the need for the additional funds. This evidence at a minimum shall include a breakdown of the costs of the technical studies needed for each alternative under consideration, the cost of outreach to the affected communities, the cost of any permit negotiations, and the cost of preliminary engineering necessary to reach the environmental decision. MTC shall consider these elements as well as all other aspects of the environmental process prior to any additional allocations being made.

2. Design Costs

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for design activities related to the project scope identified in S&HC 30914 (c) and as approved by the Commission in the IPR. These activities include preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; preparation of the plans, specifications and estimate; preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

If the sponsor wishes to include items of work not covered under the statutory description of the project and as approved by the Commission in the IPR, the cost for including the additional work shall be segregated and the cost borne by the sponsor from non-RM2 fund sources. Items of work that would fall into this area would be the correction or betterment of pre-existing items such as pavement, drainage facilities, landscaping (beyond Caltrans standards) or pedestrian facilities, unless these are an integral part of the project scope and necessary to meet the congestion relief goals of the RM2 program.

3. Right-of-Way Acquisition and Utility Relocation

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with property not necessary for the RM2 project as defined in the scope of work approved by the Commission in the IPR shall be at the expense of the sponsor and borne by non-RM2 fund sources.

If any excess right-of-way is sold, or otherwise disposed of, the value of such property shall be returned to MTC, including any profit realized from the sale of the property based on the prorated percentage of funds MTC contributed to the purchase of the property.

4. ~~Construction Contract Item Work~~ Costs

RM2 funds are available to cover all construction expenditures for the project including construction capital, management and inspection, surveys, public outreach, and others as appropriate that are part of the scope of work approved by the Commission in the IPR. RM2 funds are eligible for reimbursement of sponsor's management oversight expenses associated with the construction of the project. This would include activities such as construction management, inspection, expenses associated with reviewing proposed change orders, and activities involved with managing the fund sources contributing to the project.

Sponsor may include additional work beyond the scope of work for the RM2 project at their expense. These costs will be segregated from the other item work expenses and paid for with non-RM2 funds. Items of work could include correction or betterment of pre-existing facilities such as pavement, drainage, landscaping or pedestrian facilities. Items of work within the scope, but covering more expensive treatment for the facility such as specialized lighting standards and signs, more elaborate landscaping or specialized treatment on the face of soundwalls and retaining walls, and specialized sidewalk/hardscape treatments will also be segregated from other project work and paid with non-RM2 funds.

Capital improvements and vehicle procurements for the implementation of the approved RM2 projects are eligible for construction funds. Vehicles procured with RM2 funds must be operated in revenue service for their useful life, as defined by MTC's Transit Capital Priorities process and criteria program.

5. **Implementing Agency Staff Costs**

The amount for which implementing agency staff can be reimbursed will be limited, as described below. In all cases, staff costs will be charged within the cap of project funds stipulated in RM2.

- a) Agency overhead costs are not eligible for reimbursement from RM2 funds. Costs for implementing agency management and oversight staff, such as City Managers, City Engineers, Public Works Directors, City Attorneys, accountants and senior management staff, will be considered as part of the implementing agency's overhead cost and will not be eligible.
- b) Costs for consultant staff responsible for directly delivering the project are eligible.

- c) Implementing agency staff costs are eligible provided costs are directly related to the project tasks. A mark-up rate of the hourly wage is allowed to cover hourly wages and fringe benefits only. Agency overhead costs are not eligible as part of the mark-up rate. for sponsor staff should not exceed a maximum mark-up rate of 50% of the hourly wage (1.5 times hourly salary). If the rate and/or dollar limitations herein do not allow the sponsor to recoup direct costs dedicated to project. While a cap on the mark-up rate is not specified, the sponsor may is required to submit documentation to MTC to substantiate its requested changes mark-up rate prior to any reimbursements against an allocation. For projects with multiple project sponsors and/or implementing agencies, the project sponsors and/or implementing agencies must mutually agree on the mark-up rate(s) being applied to the direct agency staff costs on the project. and MTC may agree to other rates and/or dollar limitations to be set forth in project specific conditions to the Commission's allocation action.

6. Miscellaneous Costs

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for the project are eligible costs. However, the cost of permits or fees from the sponsor will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.

Maintenance and Operating Costs

Pertaining to capital projects outlined in Streets and Highways Code Section 30914 (c), it is the obligation of the project sponsor to arrange for all costs to operate and maintain the improvement constructed under RM2. No costs will be considered as eligible for reimbursement out of RM2 funds to operate or maintain the facility or any portion of the facility. If a minimum operating segment or other useable segment of the facility is open for public use prior to the entire facility being opened, and if that segment is still the responsibility of the contractor for operation and maintenance, then these contractor costs can be considered eligible for reimbursement as a capital expense. For transit projects that result in enhanced or expanded services, this financial capacity should be documented as part of the Initial Project Report and its updates (as outlined in Appendix A).

Invoicing and Reimbursements

The sponsor may invoice MTC quarterly as eligible work proceeds. Invoices shall include only eligible costs as described above. All eligible costs shall be invoiced on a reimbursable basis. Costs shall be accounted for by invoices sufficient to detail services performed and payments made. An invoice format will be provided to sponsors by MTC. Approval of invoices shall be contingent on the submittal of Quarterly Progress Reports. In the event such Progress Reports are not complete and current, approval of invoices shall be withheld until an acceptable Quarterly Progress Report is submitted.

RTP Consistency

Capital projects seeking allocations must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires be consistent with federal planning and programming requirements.

CMP Consistency

For capital projects, it is required that all committed project phases be included in a Countywide Plan. The phase of the project requiring funding shall be in an approved County Congestion Management Plan (CMP) or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to seeking allocation of RM2 funds. For multi-county projects, the project must be in the countywide plans and CMP/CIP of the counties affected by the project.

TIP and Air Quality Conformity

Federal laws governing requirements for regions to achieve or maintain federally mandated air quality standards require that all regionally significant transportation improvements be part of a required regional conformity finding. This conformity finding, done at both the regional planning level and the programming level, is in essence an analysis and resultant finding by the responsible agency, in this case MTC as the Metropolitan Planning Organization (MPO) for the Bay Area in concert with the Bay Area Air Quality Management District and the Association of Bay Area Governments. That finding must state that if all the transportation improvements proceed, air quality standards can be reached.

The conformity analysis and finding must encompass all regionally significant projects. A project is regionally significant if it increases transit or highway capacity offers an alternative to established regional highway travel. Projects must be included in the conformity analysis, regardless of their fund source. Such projects using only toll funding, including RM2 funds, or local funds, including measure funds, must be included in the analysis and finding.

To that extent, all regionally significant RM2 projects must be included in the conformity analysis for the Regional Transportation Plan (Plan) and Transportation Improvement Program (Program). Projects must therefore meet the funding requirements that inform those documents. Project specific air quality conformity analysis and findings are the sole responsibility of the project sponsor.

Availability for Audits

Sponsors of capital projects shall be available for an audit as requested by the Commission.

Timely Use of Funds Provisions and Deadlines

The majority of fund sources used for transportation improvements are bound by timely use of funds deadlines. Failure to meet specific funding milestones can result in the funds being deleted from the project. Timely use of funds provisions are established in state and federal statutes for the State Transportation Improvement Program, the federal Surface Transportation Improvement Program (STP), and the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program. MTC's Regional Project Delivery Policy (MTC Resolution No. 3603, approved October 22, 2003) established additional funding milestones for regional STP and CMAQ funding. Given that most RM2 projects are jointly funding with STIP, STP or CMAQ funding, project sponsors must be cognizant of the funding deadlines of the other funds on the project, and reflect appropriate deadlines in the financial plans submitted as part of the Initial Project Report. In the event of funding loss due to the sponsor's inability to meet timely use of funds provisions, the sponsor must demonstrate that the project or project phase is still deliverable.

Although legislation governing RM2 does not place specific deadlines on the funds, MTC will be managing the availability of RM2 funding to ensure continued progress and timely project delivery. Sponsors shall expend the funding consistent with their expenditure (cash flow) plans. As part of its annual assessment of the status of programs and projects, MTC shall consider the reasonable progress of the project after receiving its allocation. If a program or project cannot continue to be delivered, as evidenced in part by a lack of reasonable further progress, the Commission shall consult with project sponsors, hold a public hearing on the project, then determine whether to modify the project's scope or funding, or to reassign the funds to another or an additional program or project within the same corridor.

Generally, project sponsors should adhere to the following timely use of funds provisions. Any specific conditions and requirements for expenditure and reimbursement pertinent to each project shall be identified in the allocating resolution.

- Funds should be encumbered within six months of the allocation.
- Right of Way agreements should be finalized within two years of the allocation of funds for right of way acquisition.
- Construction/equipment purchase contract should be awarded within one year of the allocation of construction funds.
- Funds should be expended within the year identified in the expenditure (cash flow) plan.
- Final reimbursement of funds will be subject to review of the delivered useable/ operable phase or segment.

Project sponsors must demonstrate and certify that they can meet all of the timely use of funds deadlines as part of the financial plan included in the Initial Project Report for the various fund sources on the project. It is encouraged that project sponsors follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606).

Timing Limitation for Environmental Approval

It shall be the policy of MTC regarding the allocation of RM2 funds for all or a portion of the cost to complete the environmental document/ project approval phase of the project, that the process to achieve environmental document and project approval shall not exceed 3 years. This duration shall be measured from the initiation of the environmental process to its completion and shall not be contingent on when the RM2 funds are expended within that process. The intent of this condition is to ensure due diligence on the part of sponsors to secure environmental clearance.

In the event the administrative draft environmental document has not been submitted for public review within the 3 year time frame, no time extension will be recommended and staff will recommend that the project be considered for scope change or fund reassignment per Section 30914(f) of the Streets and Highway Code.

In the event that the administrative draft has been submitted for public review within the 3-year time frame and the sponsor has worked diligently to achieve environmental clearance and project approval, a time extension of one year may be recommended. Any additional extension request beyond this one-year will require the sponsor submit justification acceptable to the Commission.

Project Cancellation

If the RM2 project or project phase is not completed, the project sponsor shall repay MTC any RM2 funds expended above the proportionate share of eligible costs for the project or project phase. With regard to vehicle procurements, removal from revenue service or sale of the vehicle prior to the end of the vehicle's useful life will result in repayment to MTC and the RM2 program for the depreciated value of the vehicle at the time of removal or sale. Following the Commission consultation with the sponsor, public hearing and determination to redirect funds from the project, payment to MTC shall be made with interest and shall be made in accordance with a negotiated repayment schedule, not to exceed 24 months. MTC shall withhold funds due the sponsor for any missed payments under the negotiated agreement.

Project Phases

Project costs and revenue must be separated into the following project phases:

1. Planning Activities, Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)
2. Final Design - Plans, Specifications and Estimates (PS&E)
3. Right-of-Way Activities / Acquisition / Utility Relocation (R/W)
4. Construction / Rolling Stock Acquisition / Operating Service (CON)

To illustrate previous expenditures from other fund sources, the project sponsor is welcome to indicate any previous planning studies and alternatives analyses for the project. Vehicle acquisition, equipment purchase or operating service should use the construction phase.

The project sponsor must display the project in these four components in the Initial Project Report and expenditure (cash flow) plans. All funding amounts programmed for any component shall be rounded to the nearest \$1,000.

Escalated Costs

RM2 funding for any individual project or program shall be limited to the amount designated in the RM2 legislation. The cost of the project phases should be escalated to the year of expenditure when submitting project cost information to MTC. RM2 funds do not escalate. Local project sponsors may use the state escalation rates or their own rates in determining the escalated project phase cost for the year of expenditure. If funding beyond RM2 amounts are required to complete the project phase the sponsor is responsible for securing the additional funding prior to allocation of RM2 funds.

Cost Increases

MTC participation in project or program costs shall be limited to those dollar amounts as outlined in S&HC Section 30914 (c). All cost estimates by project phase, being environmental/project approval, design, right of way, and construction, shall be shown in the Initial Project Report in the year of expenditure.

Where more than RM2 funds are needed to complete a project phase, it is the sole responsibility of the sponsor to secure the additional necessary funding. In the event that the sponsor cannot secure additional funding, and/or the project cannot be segmented to meet the available funds and still conform

to the intent of the legislation and voter mandate, the Commission shall consult with the program or project sponsor, and conduct a public hearing as outlined in S&HC Section 30914(f). After the hearing, the Commission may vote to modify the project's or program's scope, decrease its level of funding, or reassign all of the funds to another regional project or program within the same corridor. If the existing project is removed from the RM2 program, MTC and the sponsor agree to share expenditures of eligible costs to date in accordance with the allocation conditions accompanying the project allocation.

It is the responsibility of the project sponsor to provide Quarterly Progress Reports, working in cooperation with MTC and its consultants. Proposed contract change orders or cost increases that may arise once the contract has been awarded that are in excess of \$250,000 or 20% of the project cost, whichever is less, shall be noticed to MTC as soon as those increases have been identified or no later than the next scheduled Quarterly Progress Report. The project sponsor will provide assurance that the project phase the Commission allocated to is still deliverable. A revised financial plan for the project shall be included as part of the submitted Quarterly Progress Report.

The sponsor is not authorized to claim any RM2 funds in excess of the allocation amount approved by the Commission in association with the scope, cost, and schedule approved by the Commission. Increased costs are eligible for allocation of unallocated RM2 funds if the sponsor provides an updated funding plan indicating that funds from other phases or other sources are available to assure the delivery of the prescribed RM2 project or project phase. This must be accompanied by evidence that other fund sources, either new or increased in dollar amount, are committed. As mentioned elsewhere in this Policy and Procedure document, other fund sources must be programmed and allocated to the project phase requesting an allocation of RM2 funds or a supplement to the allocation of RM2 funds prior to the Commission approving an allocation of RM2 funds. In no case shall the financial responsibility of BATA and/or MTC regarding RM2 funds exceed the amount designated in S&HC 30914 (c) and (d).

If outside funding is found to be available for the RM2 project or project phase to partially offset the RM2 funds, the RM2 funds will not be transferred out of the project until after it is ensured that any known cost increases are adequately addressed.

Cost Savings and Cost Increases at Bid Opening

At the time of bid opening, the responsible low bid may exceed the funding commitment of RM2 funds as well as other fund sources. If in the event of construction budget exceedances, the sponsor may seek an allocation of any remaining RM2 funds not yet allocated to the project only if other funds are committed in sufficient amounts to deliver the construction phase. If all available fund sources are not sufficient to award the project, the sponsor shall consult with MTC on suitable measures to enable the project to proceed, including but not limited to downscoping the project and rebidding, providing additional clarity to enable a more cost-effective bid, or seeking additional revenues. In no case shall the sponsor exceed the levels of RM2 funding allowable under Street and Highway Code Section 30913(d). In utilizing all available funding from all sources for contract award, the sponsor shall consult with MTC staff or its consultants on the likelihood of cost increases during construction and what contingencies are available to address these costs, including the presentation of a risk management plan for constraining construction expenditures to available revenues.

In the event of cost savings at bid opening, the sponsor shall distribute bid savings proportionately to all construction fund sources, including both capital and support. The RM2 funds shall be available to the sponsor for any cost increases associated with the project after construction award until the time of final close-out of the construction phase, including the settlement of all claims.

Any funds remaining at the end of the project shall be reassigned at the discretion of the Commission.

Right of Way Hardship and Protection

Advance acquisition of property may be advisable prior to the completion of the environmental decision and the approval of the project. This generally occurs either under conditions of hardship or protection.

Hardship is defined as a situation where unusual personal circumstances of an owner are aggravated by the proposed transportation improvement and cannot be solved by the owner without acquisition by the project sponsor. Owners of hardship parcels should receive full consideration and service from the project sponsor consistent with normal acquisition procedures, including appropriate relocation assistance and sufficient time to consider the sponsor's offer.

Protection is defined as an acquisition where substantial building activity or appreciation of vacant land value in excess of surrounding market appreciation is both likely and imminent in the event early purchase is not undertaken. Acquisition can occur with a showing that substantial new improvements are planned for the property or existing improvements are to be altered or enlarged, resulting in a substantial increase in future acquisition cost.

If applying for an allocation of RM2 funds for right of way hardship or protection acquisition, the sponsor must investigate need for acquisition, including but not limited to independent appraisals of the property including appropriate investigations of the site for any environmental conditions affecting the value of the property. In the case of advance acquisition due to hardship, the project sponsor must submit to MTC documentation addressing the following minimum criteria prior to a hardship allocation being approved:

- The owner demonstrates a need to dispose of the property.
- The owner is unable to dispose of the property at fair market value because of the pending transportation facility plans.
- The owner cannot reasonable alleviate the hardship in the absence of the sponsor's purchase of the property.
- The sponsor's purchase will substantially alleviate the hardship.

In the case of advance acquisition for the purpose of protection, the aforementioned showing must be made that prompt acquisition is required to prevent development of property, which would cause substantially higher acquisition or construction costs if acquisition were deferred. Relocation costs of residences or businesses should be considered in the final financial analysis provided by the sponsor.

Advance acquisitions made prior to completion of environmental and location processes are not to influence environmental assessment of the project.

Note that there are federal and state laws, regulations and policies governing acquisition and relocation activities. It is not intended that the use of RM2 funds shall waive any of the laws, regulations, or policies that may apply.

If the Commission approves an allocation of RM2 funds for advance acquisition of right of way meeting the conditions as outlined above, the project sponsor shall provide that the land is held in escrow until project approval occurs for the transportation improvement.

Required Evidence of a Fully Funded Project Phase

The Commission will allocate funds for capital projects only if it finds that the project phase is fully funded, either entirely with RM2 funds or with a combination of RM2 funds and other allocated funds. To receive an allocation of RM2 funds for a jointly funded phase, the other contributing funds must be assigned and allocated to that phase of work. Federal funds must have received an obligation (E-76) or Advance Construction Authorization, or be included in an approved FTA Grant. State Transportation Improvement Program (STIP) and Transportation Congestion Relief Program (TCRP) funds must have received an allocation from the California Transportation Commission (CTC). Local Measure funds must have an allocation action by the authority. All other funding must have an action allocating the funds for that phase of work by the responsible authorizing agency or governing body.

At the request of the project sponsor, the Commission may, on an exception basis, consider allocations of RM2 funding conditioned on the allocation of other funds for that phase. In granting conditional allocations, the Commission will consider the nature and timing of other funding commitments to the requested and future phases of work.

Future Funding Commitment

When proposing allocations for only the preconstruction components of a capital project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable or operable segment or product, consistent with the Regional Transportation Plan. The anticipated total project cost and source of any uncommitted future funding must be identified in the IPR. The Commission will exercise caution when allocating to the right of way phase if there is no committed funding for constructing a useable segment of the project.

To be considered committed for future phases of work, federal funds must be in the current TIP or have a Full Funding Grant Agreement (FFGA) or approved Earmark. State Transportation Improvement Program (STIP) funds must be in the current STIP and Local Measure funds must have a commitment action by the governing authority. Transportation Congestion Relief Program (TCRP) funds are considered committed, however, based on current state budget actions, TCRP funds yet to be allocated by the California Transportation Commission (CTC) will not be considered available until FY 2005-06. All other funding must have an action committing the funds by the responsible authorizing agency.

Monitoring and Reporting Requirements

Sponsors will provide MTC with Quarterly Progress Reports 30 days after the end of each quarter (on or before October 31st, January 31st, April 30th, July 31st). These reports are meant to update MTC on the project's scope, cost, and schedule. These reports shall include the following:

- Status: the phase currently underway and the progress since the last report; major meetings and decisions on the project; any significant accomplishments; any setbacks to the project. The sponsor should note whether they anticipate any problems, and what area these problems exist in.
- Expenditures to date: these will be specified as expenditures since the prior quarter, and will include all funding sources including RM2. These will be in sufficient detail to determine that they are eligible expenses.
- Schedule changes: any changes in the project schedule as outlined and approved in the IPR and the consequences of those changes, particularly related to project costs. If the schedule has been modified, a revised schedule must be attached.
- Cost changes: all changes should be noted in the Progress Report; changes greater than 20% or \$250,000 dollars, whichever is less, must be accompanied by a detailed explanation of what options the sponsor has considered to manage the change, including but not limited to what savings can be realized elsewhere in the project to compensate for the change, and what the risks are to not funding the change. If costs have changed by more than \$250,000 or 20%, whichever is greater, a revised funding plan and cash flow schedule must be attached.
- Potential Claims: If RM 2 funds are utilized for the construction phase of the project, then the sponsor must certify if there are any Notices of Potential Claim. If they exist, a summary of such notices as well as the likely cost or schedule impact shall be included. MTC acknowledges that information may be limited, given the need for confidentiality between the sponsor and the contractor. A confidential discussion with MTC staff may be requested; the sponsor shall make every effort to comply with this information request.
- The Progress Report shall be signed by the responsible Project Manager.

A format for submitting the quarterly Progress Report will be forwarded to Project Sponsors, essentially encompassing the items mentioned above.

At Risk Report/Cooperation with Consultants

Upon receipt of the sponsor-submitted quarterly progress reports, MTC and/or its consultant shall prepare an At-Risk Report (Report) for submittal to the Commission that outlines critical scope, cost, or schedule changes to the project. MTC may retain a project control and monitoring consultant to monitor projects, and report to the Commission quarterly on projects or project phases at risk for meeting the adopted scope, cost, or schedule, assessing what options are available to the sponsor to respond to the at-risk condition, and what recommendations may be available to the Commission. The sponsor shall cooperate with MTC and its consultant in the preparation of the Report. This report shall include options the sponsor has or has not considered and the costs and risks associated with those options. The sponsor is expected to participate in discussions with the Commission regarding options to proceed. The Commission will take the Report into consideration when assessing the ability of the project or project phase to be delivered, per Section 30914(f) of the S&HC. Regarding scope changes, any changes resulting in changes in costs or schedule should be delineated. The sponsor at a minimum should mention changes in scope due to permit agency requirements, local governing board direction, or changes in federal, state, or local laws and regulations. The sponsor shall cooperate with MTC or its consultants in the preparation of these documents.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. As with many existing projects in the Bay Area, an RM2 project is likely to have a number of fund sources that make it whole. A project must incorporate the appropriate policy associated with the fund sources that make up the project.

Federal, State, and regional policies and directives regarding nonmotorized travel include the following:

Federal Policy Mandates

TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."
(<http://www.fhwa.dot.gov/environment/bikeped/Design.htm>)

State Policy Mandates

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the RTP must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (<http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf>), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates

Projects receiving RM2 funding must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Guidance on considering bicycle transportation can be found in MTC's Regional Bicycle Plan (a component of the RTP) and Caltrans Deputy Directive 64. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:
<http://www.mtc.ca.gov/projects/rtp/bicycle.htm>

Section 3 – Operating Program Guidance

Background

Regional Measure 2 (RM 2) will provide operating support for a number of transit services. These projects are identified in Section 30914(d) of the California S&HC.

~~While MTC is moving forward on the Policy and Procedures for both the capital and operating project components of RM2, it must be noted that final resolution has not yet been secured regarding federal limitations on toll revenue expenditures for transit operations. Under current federal law, MTC is prohibited from spending toll revenue on transit operations if federal revenue is being expended on those bridges. While MTC is actively seeking statutory or administrative relief of this limitation, until that is finalized, the Commission will be precluded from any allocations of RM2 funds for transit operating purposes.~~

On October 13, 2004, the Federal Highway Administration with concurrence of the Federal Transit Administration approved the use of toll revenues from the four non-federalized Bay Area bridges for funding transit operations through the RM2 program. This decision allows MTC to begin allocating operating funds to the projects that were approved as part of RM2.

RM2 funds for operating assistance will be made available annually in accordance with the policies and procedures defined in this section.

Allocation Process

Prior to the beginning of each fiscal year, pending resolution of the federal limitation concerning using toll revenues for operations, MTC will adopt a project specific budget for RM 2 operating funds. It is against this budget, subject to meeting eligibility requirements and fund availability, that project sponsors should request operating allocations.

In S&HC 30914.5(b), MTC is directed to execute an operating agreement with sponsors seeking RM2 funding covering operating assistance for transit services. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action. The annual funding agreement will consist of approval by both project sponsors and MTC of the terms outlined in the sponsor Implementing Agency Resolution and Operating Assistance Proposal (OAP). The Implementing Agency Resolution should provide evidence of a full funding plan, adherence to performance measures, local agreement to conditions, local certification of absence of legal impediments and local indemnification of the Commission and adherence to the planned activity as outlined in the OAP.

An allocation request will be considered complete and ready for consideration by the Commission when all of the component elements to the request are submitted and approved for forwarding to the Commission by MTC staff.

Applications for operating assistance should be submitted sixty days prior to expected allocation date and should include the following material:

1. Cover letter detailing the allocation request;
2. Implementing Agency Resolution; *

3. Operating Assistance Proposal;
4. Opinion of Legal Counsel; *
5. Environmental documentation;
6. Certifications and assurances; and
7. Fiscal audit.

* Project sponsors have the option of consolidating the 'Implementing Agency Resolution' and the 'Opinion of Legal Counsel.'

Appendix B details the formats for the Implementing Agency Resolution, Operating Assistance Proposal, the Opinion of Legal Counsel, and the Certifications and Assurances.

Staff will review the operating assistance request to ensure that the project request meets eligibility per S&H code 30914(d), compliance with financial audit requirements, satisfaction of established performance measures, and other requirements outlined in this policies and procedures manual.

Eligibility

Transit services eligible to receive operating assistance under RM2 are those projects identified under Section 30914(d) of the S&HC. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by the Commission.

Operating costs included in the operating expense object classes of the uniform system of accounts, exclusive of depreciation and amortization expenses and direct costs for providing charter service, are eligible for RM2 operating assistance. In the case of a transit service claimant that is allocated funds for payment to an entity, which is under contract with it to provide transportation services, "operating cost" also includes the amount of the fare revenues that are received by the entity providing the services and not transferred to the claimant. Eligible expenses for operating follow the eligibility criteria for Transportation Development Act funds.

Service initiation costs for RM2 routes – including preparation of environmental clearance – are an eligible expense.

No operator or transit service claimant shall be eligible to receive moneys during the fiscal year from RM2 operating assistance for operating costs that exceed its actual operating cost for the service identified in S&HC 30914(d) or subsequently amended through an action by the MTC Commission (including payment for disposition of claims arising out of the operator's liability) in the fiscal year less the sum of the following amounts:

1. The actual amount of fare revenues received during the fiscal year.
2. The amount of local support required to meet any performance measures established by the Commission per S&HC 30914(e).
3. The amount of other operating subsidies directed at the service during the fiscal year.

For those cases where the RM2 service is a portion of an operator's service, the methodology used to derive the costs and revenues for the route must be specified at the time of allocation. Any change in the methodology will require a revision to the allocation.

The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year.

Notwithstanding the provisions listed above for transit operating, for purposes of TransLink® and Water Transit Authority administrative expenses, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that planning activities are eligible for reimbursement from toll revenues. Allocation for planning activities will be in accordance with federal guidance and may need to be reviewed by federal agencies in advance of the allocation to confirm that the planned activities are Title 23 eligible.

Consistency with Plans

In addition to the eligibility requirements outlined above, applicants must demonstrate consistency with regional plans and federal planning requirements including but not limited to:

- **MTC Regional Transportation Plan:** For operations projects, applicants should provide the necessary project reference or information to verify that their project is compatible with the RTP.
- **Applicant's Short Range Transit Plan (SRTP) or Countywide Plan:** For operations projects, applicants must reference how the project is reflected in their Short Range Transit Plan or County-wide Five Year Plan. All transit operators that receive operating assistance shall prepare a Short Range Transit Plan, or planning document equivalent for their system, including reference to the planned use of RM2 bridge tolls as part of their overall operations. Failure to complete an SRTP could delay an allocation or make a project sponsor ineligible for RM2 operating assistance.
- **Air Quality Conformity:** An applicant's project must be consistent with the TIP for which MTC has completed an air quality conformity assessment.

Environmental Documentation

Pursuant to California Environmental Quality Act (CEQA) Public Resources Code §21000, et seq., all applicants are required to submit an environmental document that has been stamped by the County Clerk for each project in their annual application. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. At the time of service initiation, an applicant may submit a request for RM2 funding to cover the costs of the environmental assessment for the RM2 route. Applicants are urged to refer to the statutory and regulatory sections cited when preparing the environmental assessment documents. Applicants should consult their environmental officer for guidance in completion of this requirement.

An application for operating funds solely to maintain existing transit services normally will be a Class I categorical exemption under CEQA, and requires only a Notice of Exemption. Applicants should check with their environmental officer for further assistance.

Disbursement of Funds

After approval by the Commission, allocations of operating funds through RM2 will be disbursed in accordance with the terms and conditions as established in the allocation instructions by MTC. Generally, allocation instructions will direct payments to be made monthly in ~~arrears~~ advance, subject to quarterly adjustments to reflect actual expenses based on monthly invoices. All disbursements are subject to the availability of bridge toll revenues and determination of eligible expenses based on submitted invoices. Specific invoicing procedures will be provided to the sponsor.

Disbursement of RM2 operating assistance is conditional on timely and satisfactory completion of a fiscal audit and may be delayed, cancelled, or adjusted based on audit findings of ineligible expenses. Delinquency of report submittals or failure to comply with other RM2 operating assistance conditions could be grounds for withholding disbursement of funding or rescinding allocations.

Annual Update of Operating Assistance Plan

Streets and Highway Code 30914.5(b) requires that MTC enter into an agreement with all recipients of RM2 operating assistance that shall include, at a minimum, a fully funded operating plan that conforms to and is consistent with the adopted performance measures. The agreement shall also include a schedule of projected fare revenue and any other operating revenues needed to demonstrate that the service is viable in the near-term and is expected to meet the adopted performance measures. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action as discussed above in Allocation Process.

Applicants for RM2 operating assistance will use the Operating Assistance Plan (OAP) to demonstrate a fully funded operating plan that is consistent with MTC adopted performance measures. The original submittal of the OAP for FY 2004-05 was due by May 1st for sponsors requesting allocation in the fiscal year and by June 1st for all other sponsors. In subsequent years, the submittal shall follow a similar schedule but be updated to reflect audited actual data as well as adjusted current year financial and operating data statistics, as appropriate.

The OAP required information is included in Appendix B.

Performance Measures

Prior to allocation of revenue for transit operating assistance under subdivision (d) of Section 30914 of the S&HC, the MTC shall adopt performance measures related to farebox recovery, ridership, and other performance measures as needed. The performance measures ~~shall be developed in consultation with the affected transit operators and the Commission's advisory council~~ are included in Appendix B, Part 5.

The performance measures, as developed in concert with the affected transit operators and the Advisory Council and as approved by the Commission, will effect allocations starting in FY 2006-07. The applicable year for calculating performance measures will be two years in arrears of a requested allocation year. In other words, for FY 2006-07 operating allocations, the Commission will base compliance with the performance measures on FY 2004-05 operating performance.

An independent auditor in the fiscal audit, as discussed below shall verify the certification of compliance with adopted performance measures.

Fiscal Audit

As established in S&H Code 30914.5(c), prior to annual allocation of transit operating assistance by the MTC, ~~project sponsors shall present an audited annual report to MTC~~ the MTC shall conduct, or require the sponsoring agency to conduct, an independent audit that contains audited financial information, including an opinion of the independent auditors on the status and costs of the project and its compliance with the approved performance measures. This information can be provided as an element of the operator's system fiscal audit. At a minimum, the fiscal audit will provide the auditor's professional opinion as to whether RM2 operating assistance was spent on eligible costs and performance measures were met.

~~In addition, If a project sponsor is conducting the audit, should include RM2 expenses and revenues in its general fiscal audit. This -The annual certified fiscal audit shall be submitted to MTC within 180 days after the close of the fiscal year in which the RM2 allocation was received. MTC may suspend disbursement of RM2 operating assistance if an operator fails to meet this deadline.~~

~~At a minimum, the fiscal audit must provide the auditor's professional opinion as to whether RM2 operating assistance was spent on eligible costs and performance measures were met.~~

The Commission's determination of eligibility for operating assistance will depend on the fiscal audit that is two years in arrears. The first year that fiscal audits must address is FY 2004-05, for use in allocation decisions for FY 2006-07.

All fiscal and accounting records and other supporting papers shall be retained for a minimum of four years following the close of the fiscal year of expenditure.

Monitoring Requirements/Cooperation with MTC and MTC's Consultants

Recipients of RM2 operating assistance funds agree to work cooperatively with MTC staff and/or MTC consultants to provide operating statistics that will be used to monitor the effectiveness of the RM2 operating program and consistency with MTC adopted performance measures. This includes but is not limited to assisting in the collection of survey data, on-board vehicle counts, and making available relevant ridership and costs information. It is important to note that, in most cases, these performance measures will be route-specific and therefore require isolation of the operating cost, passenger boardings, and fare revenue for the route or line for which RM 2 operating assistance is secured.

Regional Coordination/Participation in MTC Programs

Recipients of RM2 operating assistance agree to participate in regional programs aimed at enhancing transit information and customer service. At a minimum, recipients agree to 1) provide their schedule and real-time transit information/data to 511, maintain the data so that it is updated in a timely and accurate manner, and market 511 as the way to learn about the transit service; and 2) offer TransLink® services and market TransLink® as the fare medium to pay for the transit service, as applicable based on transit operator implementation of TransLink®. Recipients also agree to participate in the Integrated Fare Structure and Transit Connectivity studies, as authorized under S&H codes 30914(c). Further,

transit operators receiving RM2 operating assistance agree to make reasonable efforts to implement any recommendations resulting from these studies, as appropriate.

Appendix A – Capital Intent for Allocation Request Forms

Part 1: RM2 Allocation Request Initiation Form

A project sponsor is requested to submit a one page Allocation Request form at least 60 days prior to a request MTC Commission allocation action. A draft Initial Project Report (IPR) should accompany the allocation request. The form is available electronically at www.mtc.ca.gov.

Part 2: RM2 Initial Project Report (IPR) Format

Section 30914(e) of the California Streets and Highways Code requires that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914(c)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by July 1, 2004. Furthermore, MTC requires the project sponsor to submit an updated report to MTC at least annually, and an updated report be submitted along with the funding allocation request. The governing board of the agency submitting the allocation request must approve the updated IPR before MTC can approve the IPR, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation.

The report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds beyond RM2 required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification of whether Regional Measure 2 (RM2) funds will be needed within the subsequent 12 months (following fiscal year). The Initial Project Report format is available at www.mtc.ca.gov.

Appendix A-B – Capital Allocation Application Request Forms

Part 1: RM2 Implementing Agency Resolution of Project Compliance

Resolution No.

Implementing Agency:

Project Title:

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; and

~~Whereas, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required for the allocation of funds by MTC; now, therefore, be it~~

Resolved, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

Resolved, that (agency name) approves the updated Initial Project Report, attached to this resolution; and be it further

~~Resolved, that (agency name) approves the certification of assurances, attached to this resolution; and be it further~~

Resolved, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

Resolved, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

Resolved that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers,

employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 2 funds in the amount of (\$ _____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Part 2: RM2 Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

1. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
2. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print Name

Part 3: RM2 Initial Project Report (IPR) Format

Section 30914(e) of the California Streets and Highways Code requires that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914(c)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by July 1, 2004. Furthermore, MTC requires the project sponsor to submit an updated report to MTC at least annually, and an updated report be submitted along with the funding allocation request. The governing board of the agency submitting the allocation request must approve the updated IPR before MTC can approve the IPR, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation.

The report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds beyond RM2 required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification of whether Regional Measure 2 (RM2) funds will be needed within the subsequent 12 months (following fiscal year). The Initial Project Report is outlined below, with the report format available at www.mtc.ca.gov.

- **Project Description and Sponsor Information**, including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC,
- **Project Delivery Information**, including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once completed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditure.
- **RM2 Funding Need Information**, including RM2 expenditure (cash flow) plan, status of any prior RM2 expenditures, and identification of any RM2 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any uncommitted funding required to fully fund the project, and segregation of the RM2 deliverable segment if different from the total project. Any timely use of funds requirements must be noted and incorporated into the overall funding schedule of the financial plan. The RM2 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM2 funded phase or component results in a useable or operable segment. For transit projects resulting in expanded or enhanced services, the sponsor shall document the financial capacity to operate and maintain those services for a period of at least 10 years following the year services are initiated.
- **Governing Board Action**, including verification of approval of the IPR. The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR and requested the allocation of RM2 funding prior to MTC approval of the IPR and allocation of funds. Verification of the governing board action should be attached to the IPR.
- **Agency Contact and IPR Preparation Information**, including agency and project manager, and IPR preparer contact information, and date the report was prepared or updated.

Part 4: Environmental Documentation

Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

Part 45: RM2 Evidence of Allocation and Commitment of Complementary Funds

Applicants are required to submit evidence of the commitment of complementary funds for the phase for which the applicant is seeking an allocation of RM2 funds. Copies of the applicable resolution(s) and/or governing body actions allocating the funds to the phase, within the years displayed in the cashflow plan, must be attached to the allocation request. The applicant must demonstrate that the phase is entirely funded prior to the allocation of RM2 funds.

Part 6: RM2 Allocation Work Plan

The implementing agency must submit a detailed Work Plan covering the deliverables for which a RM2 funding allocation is being sought. The Work Plan should be consistent with the parameters included in the Board approved Initial Project Report, and must have sufficient detail regarding each deliverables' scope, cost and schedule. The elements of the work plan will serve as the basis of MTC staff review of project sponsor invoices. MTC staff will work with sponsors to ascertain the work breakdown level appropriate to the funding request being made. The Work Plan must be submitted with the allocation application request.

Part 7: RM2 Estimated Budget Plan

The sponsor must submit an Estimated Budget Plan (EBP) outlining the agency costs, consultant costs, and any other costs associated with the delivery of the Work Plan element. A separate EBP is required for each deliverable segment within each allocation. In some instances an allocation may have only one deliverable. In other instances an allocation may be associated with multiple deliverables. The format for the EBP submission is available at www.mtc.ca.gov.

Appendix B – Operating Allocation Request Forms

Part 1: Certifications and Assurances

(Sample form is available at www.mtc.ca.gov)

Applicant certifies that, if RM-2 funding was received in the prior year, it has included the RM-2 costs and revenues in its general fiscal audit for that year. Applicant also assures that it will include the RM-2 costs and revenues in its general fiscal audit for the year in which funds are requested. Applicant certifies that it has submitted a satisfactory independent fiscal audit with required compliance statement to MTC to receive operating assistance.

Applicant certifies to one of the following:

- 1) For bus operators, -that it has submitted a copy of the California Highway Patrol (CHP) certification, which was issued within the last 13 months indicating compliance with California Vehicle Code §1808.1 and Public Utility Code §99251 (CHP "pull notice system and periodic reports"), or relevant Coast Guard certification, as appropriate.
- 2) For rail or ferry operators, it certifies that it is current on all inspections and certifications required by federal and state agencies.

Applicant for RM2 funds certifies that it has current SB 602 "joint fare revenue sharing agreements" in place with transit operators in the MTC region with which its service connects, and that it has submitted valid and current copies of all such agreements to MTC.

Applicant also agrees to participate in the Integrated Fare Structure and Transit Connectivity studies authorized in SB 916 (Chapter 715, Statutes of 2004).

Applicant for funds certifies that it complies with MTC's Transit Coordination Implementation Plan (MTC Resolution No. 3055, revised) and with Public Utilities Code §99314.5(c) and §99314.7).

The applicant may be asked to certify such other assurances as MTC may deem appropriate consistent with the RM2 Policies and Procedures outlined above.

Part 2: RM2 Operating Assistance Proposal (OAP)

The Operating Assistance Proposal (OAP) format is included below:

Project Name:

Description of Proposed Service *Please provide a map of the proposed route and a written description of the following:*

- Description of markets being served (both travel demand as well as inter-operator connections)
- Description of methodology used to estimate ridership/assign ridership

Service Parameters *Please provide the following information:*

	Weekday	Weekend
Service Start/End times		
Headways Peak/Offpeak		
Vehicles in service Peak/Offpeak		
Daily revenue vehicle hours		

Budget *Please provide a written description of the following:*

- Basis of expense projections, i.e., description of cost model.
- Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare).
- Description of other revenues — if subsidies from other agencies are included, describe status of commitments.
- Five year projections and audited past actual and adjusted current year information — Please provide the following information. Expenses should be in year of expenditure (escalated) dollars.

Budget	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09
Operating Expense					
Operating Revenue					
— Fares					
— RM2					
— Other (list)					
Total Revenues					

Projected Operating Data and Performance Measures:

	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09
Total annual passengers					
Average weekday riders					
Revenue vehicle hours					
Revenue vehicle miles					
Fare ratio					
Passengers per Hour					
Cost per passenger					
Subsidy per passenger					
Cost per vehicle hour					

Data on past actual and adjusted current year should be provided once the service becomes operational.

Implementation Schedule and Status Report *Please provide description of the following:*

- ~~Proposed start date~~
- ~~Environmental clearance status and schedule~~
- ~~Vehicles/other capital status and procurement schedule for incremental capital needed to support RM2-funded operations.~~
- ~~If partnering with other agencies, provide letters of support from partners.~~
- ~~Description of potential implementation issues~~
- ~~Once operational, please provide a status report on the implementation to date as well as any planned schedule adjustments or other service changes in the coming year.~~

The Operating Assistance Proposal (OAP) includes the information outlined below. The format for sponsors to complete is available to be downloaded at www.mtc.ca.gov.

1. Description of Proposed Service

- a. Map of service area.
- b. Description of markets being served (both travel demand as well as inter-operator connections)
- c. Description of methodology used to estimate ridership/assign ridership

2. Service Parameters

- a. Service start/end times.
- b. Headways in the peak and off-peak
- c. Vehicles in service during the peak and off-peak
- d. Daily revenue vehicle hours

3. Budget Information

- a. Basis of expense projections, i.e., description of cost model.
- b. Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare).
- c. Description of other revenues – if subsidies from other agencies are included, describe status of commitments.
- d. Five-year projections and audited past actual and adjusted current year information for operating cost and revenue. Revenue projections should disaggregate fare revenue, TDA, local sales tax, private sector contributions, and other subsidies.

4. Operating Data and Performance Measures

- a. Five-year projections and audited past actual and adjusted current year information for service parameters including annual ridership, weekday ridership, revenue vehicle hours, and revenue miles.
- b. Five-year projections and audited past actual and adjusted current year information for performance measures including farebox recovery ratio, passengers per revenue hour, cost per rider, subsidy per rider, and cost per revenue hour.

5. Implementation Schedule and Status Report

- a. Proposed start date
- b. Environmental clearance – status and schedule
- c. Vehicles/other capital – status and procurement schedule for incremental capital needed to support RM2 funded operations.
- d. If partnering with other agencies, provide letters of support from partners.
- e. Description of potential implementation issues
- f. Once operational, please provide a status report on the implementation to-date as well as any planned schedule adjustments or other service changes in the coming year.

Part 3: Sample RM2 Operating Board Resolution

Resolution No.

Implementing Agency:

Project Title:

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; and

Whereas, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required for the allocation of funds by MTC; now, therefore, be it

Resolved, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that (agency name) approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

Resolved, that (agency name) approves the certification of assurances, attached to this resolution; and be it further

Resolved, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

Resolved, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(d); and be it further

Resolved, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

Resolved that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

Resolved, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for operating or planning costs for (Fiscal Year) with MTC for Regional Measure 2 funds in the amount of (\$ _____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

Part 4: RM2 Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 3. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

4. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
5. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
6. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print Name

Part 5: RM2 Performance Measures for Operating Projects

1. The objective in establishing performance measures is to ensure that the Regional Measure 2 (RM2) operating dollars are directed to productive services within the corridors identified in the legislation, or as redirected by the Commission after a public hearing process.
2. Two performance measures will be used to assess cost recovery and ridership change in accordance with California Streets and Highway Code (S&HC) 30914.5(a), which requires that MTC shall adopt performance measures related to farebox recovery ratio and ridership: 1) farebox recovery and 2) change in passengers per revenue vehicle hour. Farebox recovery ratio and change in passengers per hour performance measures are established in items 4 and 5.
3. Recognizing that the market demands as well as policy goals for the operating projects in S&HC 30914(d) are not uniform, several thresholds for farebox recovery are established and outlined in item 4.
4. An operating segment must meet or exceed the farebox recovery ratio conforming to its particular mode and service type as defined in the table below. Peak service is defined as service that does not continue at least hourly between the morning and afternoon commute periods. All day service is generally defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Long-haul bus services (> 25 miles) will be deemed "all day" if service is provided at least every two hours during the midday. Owl service is service that has been developed with the specific goal of closing a temporal gap in the transit network.

<u>Peak Service</u>	<u>40%</u>	<u>35%</u>	<u>30%</u>
<u>All Day Service</u>	<u>30%</u>	<u>25%</u>	<u>20%</u>
<u>Owl Service</u>	<u>N/A</u>	<u>N/A</u>	<u>10%</u>

Projects (11) and (12) in S&HC 30914(d) are exempt from the farebox thresholds above and instead must meet the farebox requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

5. It is the expectation that all operating segments will maintain a positive annual change in passengers per revenue vehicle hour. A negative change in an amount equal to or less than a negative change in Transportation Development Act revenues in the county of operation (or average between the origination and destination) for the same period will be allowable. The goal is to have positive ridership change from year-to-year, but the allowance for a negative change is to account for economic adjustments in the region.

Projects (11) and (12) in S&HC 30914(d) are exempt from the passenger per revenue vehicle hour changes and instead must meet the performance measure requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

6. If an operating program cannot achieve its performance objectives described above, MTC staff will consult with the project sponsor about potential service adjustments or redeployment to increase the productivity of the route and best serve transit in the corridor. After this consultation, the sponsor will be given the opportunity to present to the Commission a corrective action plan for meeting the RM2 performance measures. Based on the corrective action plan recommendation, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. If the project continues to not meet the performance measure, the Commission shall hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project.
7. Only transit operations will be subject to the performance measure outlined in this policy. Projects (13) and (14) outlined in RM2 under S&HC 30914(d) are not subject to these performance measures as these projects do not meet the definition of transit operations.
8. Each operating project that requests RM2 operating funding will be given a two-year ramp-up period to meet the performance measures with an expectation that measures will be met in the third year of service. If an operating scope or definition is changed at the sponsor request after initial rollout of the operating project, no new ramp-up period will be granted.
9. Compliance with the performance measures must be certified as part of the annual fiscal audit prepared by the project sponsor. The compliance and, therefore eligibility for RM2 operating funds, for a given fiscal year will be based on fiscal audit two years in arrears. Therefore, the first year for which performance measures will be assessed is for FY 2008-09 operating requests; these requests will take into consideration performance in FY 2006-07.
10. For purposes of calculating farebox recovery ratio and passengers per revenue vehicle hour, project sponsors must allocate costs in accordance with the cost allocation shown below for the various service types. This cost allocation strategy must be consistent with that provided to MTC as part of the annual Operating Assistance Plan (OAP). Further, baseline data on ridership, costs, fares, and average fare must be established as part of the OAP for RM2 services that represent an incremental change to the operator's overall service plan. The operator should establish a data collection plan for assessing changes to the baseline system for purposes of calculating ridership, costs, and fare for the new RM2 incremental services.

Peak Service	<u>Fully Allocated Costs</u>
All Day Service	<u>Fully Allocated Costs</u>
Owl Service	<u>Marginal Costs</u>

11. For purposes of this policy, the farebox recovery ratio is the ratio of fares collected on the RM2-funded segment to total operating costs for that same segment. Passenger per revenue vehicle hour is defined as the total passengers (total of all adult, youth and student, senior and disabled, inter-operator paid transfer, and non-revenue boardings) divided by the revenue vehicle hours (the total number of hours that each transit vehicle is in revenue service, including layover time).



DATE: November 12, 2004
TO: SolanoLinks Intercity Transit Consortium
FROM: Anna McLaughlin, Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

Discussion:

1. Transit Schedules: The monthly transit schedule matrix will be distributed to all Solano and Napa operators the week of November 22nd via email. Based on the response received, an updated transit matrix will be provided at the meeting.

2. Partnership's Regional Transit Marketing Committee (RTMC): STA staff was unable to attend the November meeting. The November meeting agenda primarily included updates of MTC regional transit projects.

3. Welfare to Work (Solano): A Welfare to Work Transportation Advisory Committee meeting was held in August. Several projects were endorsed to apply for Metropolitan Transportation Commission (MTC) Low Income Flexible Transportation (LIFT) grant funding. Applications were due September 24. LIFT grant applications were submitted for these multi-year projects: 1) a countywide vehicle purchase program for low-income individuals and 2) a subsidized taxi program in the Fairfield/Suisun City area for low-income individuals after hours when fixed-route transit is not available. The STA Board submitted a letter of support for these projects as well as for LIFT applications submitted by the City of Dixon for two projects that were identified through the recently completed Community Based Transportation Planning process. MTC is scheduled to approve the selected grant applicants in December.

4. Promotions: October was the kick-off month for the regional Rideshare Thursdays campaign; the campaign will run through the end of December. This campaign is currently being promoted via radio and print ads in Solano and Napa counties. The employer element consisted of mailing campaign packets to over 400 employers in Solano and Napa counties. Staff also continues to promote the campaign at both employer and public events. To date, dozens of new commuters have been added to the Regional Rideshare Database making them eligible to win the grand prize, a trip to Cabo San Lucas.

The carpool incentive program is also currently underway. This year the program is targeting neighborhoods in three Solano County cities: Dixon, Suisun City, and Benicia. Residents began receiving mailers during the first week of November and had until November 17th to register with SNCI for the program. Commuters who successfully carpool for an average of at least two times a week for two months will receive a \$40 gas card incentive. Participants will have until the end of March to complete the program and receive their incentive.

5. Events: SNCI has been staffing information booths at events where transit information is distributed along with a range of commute options information. Recent events include the Fairfield Candy Festival, Dixon Stand-Down, CalPERS Spare the Air Event in Sacramento and Downtown Napa's Rideshare Thursdays Event. Staff has also participated in benefits fairs at St. Helena Hospital and Dey Labs. Upcoming events include the Travis AFB PowWow and Benefits Fairs at Schurman Paper and West America in Fairfield.

Recommendation:
Informational.